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No. 22827. 號第廿佰捌千貳萬第 式拾月捌年未辛 HONG KONG, WEDNESDAY, SEPTEMBER 23, 1931. 叁拜禮 日叁廿月玖年壹卅貳千壹英 Price Single Copy, 10 cts. Per Month, \$3.

KOWLOON-CANTON RAILWAY. TIME-TABLE.

On and after MAY 2ND, 1931, until Further Notice (all previous
Time Tables cancelled).

UP TRAINS											
STATIONS	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Kowloon	8.40	8.05	8.25	9.15	10.15	10.00	1.15	2.25	4.05	4.41	5.55
Yau Ma Tei	8.45	8.10	8.30	9.20	10.20	10.05	1.20	2.30	4.10	4.46	6.00
Shatin	8.50	8.15	8.35	9.25	10.25	10.10	1.25	2.35	4.15	4.51	6.05
Tai Po	8.55	8.20	8.40	9.30	10.30	10.15	1.30	2.40	4.20	4.56	6.10
Tai Po Market	9.00	8.25	8.45	9.35	10.35	10.20	1.35	2.45	4.25	5.01	6.15
Fanning	9.05	8.30	8.50	9.40	10.40	10.25	1.40	2.50	4.30	5.06	6.20
Shenaghai	9.10	8.35	8.55	9.45	10.45	10.30	1.45	2.55	4.35	5.11	6.25
Shunghai	9.15	8.40	9.00	9.50	10.50	10.35	1.50	3.00	4.40	5.16	6.30
Canton	9.20	8.45	9.05	9.55	10.55	10.40	1.55	3.05	4.45	5.21	6.35
DOWN TRAINS											
STATIONS	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Canton	11.55	11.20	11.40	12.30	1.30	2.30	3.30	4.30	5.30	6.30	7.30
Shunghai	12.00	11.25	11.45	12.35	1.35	2.35	3.35	4.35	5.35	6.35	7.35
Shenaghai	12.05	11.30	11.50	12.40	1.40	2.40	3.40	4.40	5.40	6.40	7.40
Fanning	12.10	11.35	11.55	12.45	1.45	2.45	3.45	4.45	5.45	6.45	7.45
Tai Po Market	12.15	11.40	12.00	12.50	1.50	2.50	3.50	4.50	5.50	6.50	7.50
Tai Po	12.20	11.45	12.05	12.55	1.55	2.55	3.55	4.55	5.55	6.55	7.55
Shatin	12.25	11.50	12.10	13.00	2.00	3.00	4.00	5.00	6.00	7.00	8.00
Yau Ma Tei	12.30	11.55	12.15	13.05	2.05	3.05	4.05	5.05	6.05	7.05	8.05
Kowloon	12.35	12.00	12.20	13.10	2.10	3.10	4.10	5.10	6.10	7.10	8.10

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Will depart from the Company's Wharf at 9 A.M.
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Note—All Steamship Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

Today.

(September 23.)

Trevassa, Trophy, Bi-annual
Sailing Race, North Point.
Queen's Theatre: "Ship Mate."
World Theatre: "When A Daughter
Seeks Revenge" (Chinese film).
Star Theatre: "A Lady of
Senadai."
King's Theatre: "Body and
Soul."
Central Theatre: "Drums of
Jeopardy."
Prince's Theatre: "The Thirteenth
Chair."
Tea Dance at Lane, Crawford's
Restaurant; Dinner Dances at
Peninsula Hotel and Repulse Bay
Hotel.
Tides:—High at 4.30 and 9.15;
Low at 12.10 and 2.02.

Thursday.

(September 24.)

Autumnal Equinox (Chin-fen).
Lady Peel at Home to M.C.C.
Workers, Government House.
Queen's Theatre: "It's A Wise
Child."
World Theatre: "When A Daughter
Seeks Revenge" (Chinese film).
Star Theatre: "The Bishop Mur-
der Case."
King's Theatre: "Bed and Break-
fast."
Central Theatre: "Cock O' The
Walk."
Prince's Theatre: "The Thirteenth
Chair."
Dinner Dances at Hong Kong
and Peninsula Hotels.
European Mail.—Inward: Europe
via Suez (Kashmir). Outward:
Europe Super-subscribed "via Siberia"
(Empress of Asia) 10 a.m.
Tides:—High at 7.35 and 9.28;
Low at 1.05 and 14.30.

Friday.

(September 25.)

Promenade Concert at Volunteer
Headquarters.
Queen's Theatre: "It's A Wise
Child."
World Theatre: "When A Daughter
Seeks Revenge" (Chinese film).
Star Theatre: "The Bishop Mur-
der Case."
King's Theatre: "Bed and Break-
fast."
Central Theatre: "Cock O' The
Walk."
Prince's Theatre: "The Thirteenth
Chair."
Dinner Dances at Hong Kong
and Peninsula Hotels.
European Mail.—Outward:
Europe via Marseilles (Kalyan)
10.20 a.m.
Tides:—High at 8.30 and 21.45;
Low at 1.40 and 2.35.

A HIGHLAND SECRET.

GLEN OF DEATH DISCOVERED IN THE
WILDERNESS.

THE LAST TRYST OF THE DEER.

Thus I find what I think is the
truth about the old story of
elephants burial ground.
A curious modest statement
that, for the late Aloysius Horn
to have made, writes D. B. Austin:
One would expect from him nothing
less than a swinging tale of how
he tracked his wounded rogue to
the secret place of death and found
great stores of ivory and well-nigh
mammoth skeletons half embedded
in the swampy ground.

But no. "This old man
told me that old elephants always
had a favourite ogee or spring of
clear cool water, generally in a
grove. The old ivory, green
and coloured ivory, was always
dug up from around these places
near a spring, and was always full-
grown ivory."

Reported speech, you will notice,
and for comment—"what I think
is the truth."

Death's Glen.

I know that with this lesson in
caution before me I ought to
talk guardedly about Death's
Glen. And yet it is hard to hold
back the chirp of self-satisfaction
which rises from my gullet at the
idea that so mighty a hunter as
the "Old Visitor" should only
have been able to give what he
thought to be the truth about
"elephants burial grounds," while
I, who have never even hunted rats
in a barn, have been permitted to
see the place of old age and death,
the lonely, hidden glen of the
stricken forest and the ant hills and
the roaring waters.

In that part of the Highlands,
where the main road peters out and
only one high pass is much used
by those who wish to cross on foot
from the wide strath in the south
to the wider strath in the north,
all glens are lonely. They are
lonely in the sense that they
are too high and barren for human
habitation, but they have the com-
pany of grouse and ptarmigan, and
the lolling hares, still snowy
furred in May, and now and then
a golden eagle swinging on his
from ridge to ridge, and the red
deer that sweep the hillside in de-
licate, soundless cavalry charges.

(Continued on Page 4.)

THE HONGKONG

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Fruit
Tea or Coffee

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AIRWAYS AND AVIATION.

THE POSSIBILITY OF COMMERCIAL FLYING IN HONG KONG.

POTENTIAL AIRWAYS IN THE FAR EAST.

[By MAJOR E. B. BRASIER-CREAGH.]

There is no need for me to make any bones about the truth—which is, that I have been trying, for the last six months, to arouse in Hong Kong an interest in the subject covered by the headlines to this article. It has fallen to my lot, as it must have to the lot of many a man before me, to discover that there is nothing more interesting in the way of a hobby than to take up a subject about which one, at the beginning, has no knowledge whatever.

This I can now afford to admit, for I have reached a point in my researches when I doubt if there is, now, anyone in Hong Kong who knows much more about the subject than I do. I can, therefore, afford to take all my readers into my confidence and—here goes.

First, like I suppose, ninety-nine investigators out of a hundred, I bethought me of a nice tight little service between Hong Kong and Canton. Less than an hour away by air (Mr. Harvey did it in 23 minutes, the other day, on a fighter) there is, obviously, quite a large traffic in passengers, mails and precious and urgent goods between the two cities. At such a short range, very little would be needed in the way of weather news, wireless equipment and so on, and, with the river stretched out so handily throughout the whole route, a great degree of safety could be assured by the use of such float-fitted machines as are used by China Airways in the North; further, both places have good aerodromes situated conveniently close to them and a regular service could practically guarantee to get passengers or mail from door to door within the hour. It seemed just too easy.

The Snags.

But, before I had been at it for long, I soon began to run across the snags. The greatest of these is competition. The train service has, recently, been speeded up and one can now get from city to city, in about four full hours; the timings for departure and arrival are conveniently arranged both for passengers and mails and, in truth, with the river boats in addition, to the trains, day-travel is amply provided for. At night there are several excellent steamers which give one a night's rest as well as transport. There are telegraphs, wireless and, now, the telephones connecting Hong Kong and Canton; land or water fares do not exceed \$10 first class deluxe; a flying service would be no use at all unless it were as frequent, as safe and as cheap as a motor-bus.

Let us imagine that an hourly service was operating from 8 a.m. to noon and 2 p.m. till 5 p.m. each day (16 trips daily) for six days a week. That would mean a mileage of 10,000 a week at a cost of at least twice that number of dollars.

One would consider \$20 a reasonable fare for the journey and this would necessitate 1,000 passengers a week, 168 a day, 10 a trip, just to pay costs of operation!

When one came to consider whether the carriage of mails might not make the picture look prettier, the realization was reached that a post office is like any other organism (and not like a sausage machine)—it has long periods of digestion when it has nothing to excrete, even though it may be full of mails, and the present system, using the boats and trains, just keeps it turning over at its greatest percentage of efficiency. To add an air-mail staff would cost more than could be made possible to cover.

Big v. Small Machines.

Now, at this point, I discovered that my forerunners, in this dream of a Canton-Hong Kong Air Line, had reduced the size of their machine to two or three-passenger capacity. This certainly brings down the running costs of the actual engine, but the pilot, wireless and ground staffs remain just the same as with the larger craft and little is saved in the end. In any case, I said to myself, what is the object of starting with an undersized air-transport vehicle if one expects the traffic to grow bigger each year? Better far to show the public the big craft, from the beginning and so encourage confidence, wonder and experiment—the Chinese, like to do their travelling in groups. I still hold, therefore, to the 10-12 seater type and the cheapest, at second-hand, works out at nothing less than \$120,000 Mex. Six of these would be required and a resultant capital of at least \$1,000,000.

My next step was to investigate the possibilities of taking into the sweep of the service Kowloon, Heungshan, Siulam or the West River towns of Wuchow and Nanning. The thing is far above the heads of the ordinary Chinese-travellers and would depend utterly upon the casual tripper or the military or civil personalities who, it is most likely, would demand special rates.

I decided that this line of thought showed little promise of success for the reasons that the entire demand would have to be created amongst Chinese; there was too much competition and, lastly, because of the jealousy that exists, in matters of the air, between the two places. The Colony, as a unit of the Empire, has subscribed to the International Aviation convention decrees; Canton—that is, China—does not. Neither, therefore, exists, aerially, to the other. Did you ever read of such nonsense?

I gave this up and, still negligent of the lack of understanding between Britons and Chinese, viewed the chances of an air line between Hong Kong and Shanghai. Anyone who thinks, or has thought of these things at all, will see repeated, in what I have done, their own processes of reasoning.

Hong Kong and Shanghai.

Of course, Shanghai is bigger than Canton; at least, it is more modernised, more "up" in western forms of life and traffic. It would welcome a fresh connecting-link with Hong Kong. There is no telephone, no road, no rail. Ships take 48 hours against an aeroplane's eight. The place is full of Americans and English and other foreigners who would take to the air; its letters, its newspapers, its banking houses, its police would greatly benefit by being speeded up. Travelers would use air transport to make a quick journey between the two cities. It seemed a cinch!

But Shanghai is in China, just as much as in Canton. Shanghai is a port of call, just like Hong Kong and a caller does not go on, without his luggage, when he lands up only at another intermediate port. And beyond Shanghai is Japan, the last spot on the road to America; beyond Hong Kong is the road to Australia, India, Africa and Europe.

Leaving aside all the difficulties of operating under the present Chinese regulation, like China Airways, forgetting the difficulty of obtaining permits for pilots and machines to fly into Hong Kong for commercial hire, there came to me, at this point, the thought that the

MODEL AIR-LINER FOR BLIND CHILDREN.

GIFT FROM IMPERIAL AIRWAYS.

Blind children, like all other young folk, are interested keenly in aviation; but their affliction prevents them from grasping the various features of aeroplane construction unless they can actually handle model aircraft of a convenient size.

Recently the Principal of the North Wales School for Blind Children at Rhyl wrote to the London Air Station, asking whether it might be possible to obtain a model of a modern air-express for instructional purposes. "Blind children," she wrote, "miss so much of life that it is impossible for them to realise, without handling a model, what such a thing as an aeroplane is like."

This request was brought to the attention of Imperial Airways, and a letter was sent to the Principal, offering to forward to the school, immediately, a model with a 2ft. 6in. wing-span of one of the Company's Handley Page W.8 biplanes.

This offer, the Principal replied, she would be only too delighted to accept; whereupon the model was sent off at once, and, after its arrival, the Principal wrote again:

"It is exactly the size for our purpose. Had it been bigger, the complete model might have been beyond the tactile comprehension of the smaller children; but as it is they are all able to feel the complete model within the length of their outstretched arms. The children are delighted with it."

When forwarding the model, it was explained that the aircraft of which it was a replica was driven by two Rolls-Royce engines developing a total of 760 horse-power, and carried 14 passengers, together with pilot and engineer. It was also mentioned, as a point of interest, that the particular aircraft of which the model had been made had flown more than 500,000 miles in the Company's service.

Increases in the size, power, and luxury of modern aircraft, and the concentration by Imperial Airways upon great machines driven by three and four engines, have now led the smaller twin-engined machines to be diverted from cross-channel passenger services, and they are now used largely for freight-carrying purposes.

Far East is a unit. Japan, China, the Philippines and Malaya together with Borneo and New Guinea enclose a sea peculiarly their own. The Dutch along the south, the British and Americans along the centre, the Chinese along the north have continuous territorial rights stretching from west to east, from Europe to the Pacific. This area is the last great section of the world to become developed, according to western ideals; it is one economically and a broad measure ethnically and ends up practically in two points, Rangoon and Yokohama. From the first it is joined with Europe, India, Mesopotamia and the Mediterranean; from the latter, ships throw off to all parts of the American Continent.

This great China Sea, east and west all in strips of land alternating with river or sea. How is it to be developed? By a succession of lines following the natural divisions or one-crossing them? Which is the more beneficial? The answer to this problem lies in your Atlas.

BRITISH FLYING NEWS.

AERO CLUB'S 10,000 PILOTS.

"MOTHS" FOR CHINA.

The Royal Aero Club's announcement that it has issued its 10,000th Aviator's certificate is an interesting landmark in flying history. The Club's certificate is the only recognised proof of proficiency that the private flyer in this country may gain, and he must possess it before the Air Ministry will grant him the "A" licence, without which he may not pilot an aeroplane outside the immediate vicinity of an aerodrome.

More than twenty-one years ago, on March 8, 1910, Mr. J. T. C. Moore-Brabazon, still one of the leading figures in British aviation, was granted Aviator's Certificate No. 1, to be followed soon afterwards by George Cockburn, Coby, Cecil Grace, Grahame White, and other famous pre-war flyers. Appropriately enough in these days of equality and competition of the sexes, No. 10,000 is held by a woman pilot, Miss Isabel Craig Watson, of Wishaw, Scotland.

Thousands of war-time pilots chose to qualify for the Club's certificate, and they swelled the register more perhaps than might otherwise have been possible. The list also includes a number of foreign airmen. But when all allowance is made for these factors, the granting of the 10,000th certificate is impressive evidence of the growth of British flying and no mean achievement on the part of the Club, which has had to make arrangements for the official observation of the required tests by every applicant. And much less than another twenty-one years period will see the passing of the second ten thousand; last year alone 934 certificates were granted and there is no sign of slackening.

OPEN SEA PATROL.

Two new long range flying boats left Felixstowe recently for a prolonged test flight through the Mediterranean and the Red Sea to determine, in actual service use, which is the better fitted for coastal reconnaissance and long distance sea patrol with the Royal Air Force. Each is capable of exceptional performance, the more powerful of the two, styled the "Short" "Singapore II," being the fastest flying boat in the world, and the other, the Saunders-Roe A7, having a practical cruising range far surpassing earlier types.

Driven by four Rolls-Royce "Kestrel" 400 h.p. motors, the "Singapore" boat is able to reach a speed equal to those attained by the world's swiftest single-seater fighters only a few years ago—striking evidence of the improvement in performance made possible by the aerodynamical and engine advances of the last year or two. Biplane wings of notably clean design lift the craft and its big load of crew, fuel and warlike material. Its competitor is less powerfully engined and slower, three Bristol "Jupiter" 300 h.p. motors driving it at a top speed of 120 miles an hour; in range, however, it is at least equal to the "Singapore." Both boats are admittedly far in advance, as aeroplanes and in seaworthiness, of similar flying machines built anywhere outside Great Britain; appropriately enough supremacy in maritime construction for generations has been followed by the establishment of a long lead in the building of sea-going aircraft.

The route planned for the test cruise goes by way of Plymouth, Bordeaux, Marseilles and Malta to Aboukir and the Red Sea. Early in September the return flight will begin from Aboukir, and may be accomplished in three stages only, with intermediate halts at Malta and Gibraltar. Each of these stages is a hundred or more miles less than the cruising range of the craft, and halts are avoided at any extent British stations.

(Continued on next column.)

50,000 MILES A YEAR.

A VETERAN FLYING BOAT.

More than 100,000 miles flown in two years is the achievement of G.E.B.V.G., the first Short "Calcutta" flying boat delivered to Imperial Airways for operation of the Mediterranean sections of the air route to the East.

The machine, which is to be superceded in the Mediterranean by the larger four-motored "Kent" boats, is coming off the service for overhaul. She is in excellent condition and good for many more years of service.

The operational statistics show 1,100 hours spent in the air and distance flown of 104,400 miles. During the years on service the machine was never in a hanger but was anchored out day and night, subjected to extremes of temperature and widely varying weather conditions.

Like all other "Calcutta" boats, G.E.B.V.G. is a biplane deriving power from three 500 h.p. "Jupiter" air-cooled radial engines. She has accommodation in a spacious saloon cabin for fifteen passengers and half a ton of mails and urgent freight can be carried in a special compartment.

The Royal Air Force employs similar machines, modified for service use, and last year the French Government paid a great tribute to the excellence of British flying boat design by ordering two "Calcutta" boats for the equipment of the French naval air arm. French experts frankly admitted that no boats comparable with the "Calcutta" were built in France.

AIR-TRAVEL IN COMFORT.

2,000 MILES A WEEK.

Striking figures of the distances that the traveller may cover comfortably by air and the time he saves are calculated by an Imperial Airways expert, who recently planned a tour in a specially chartered machine for a passenger who wished to visit Palestine, Iraq and Syria in quick time.

The total time available was six days, or 144 hours. First, a deduction of 48 hours, at the generous allowance of eight hours a day, was made for sleep. The total distance to be flown was 2,152 miles, accomplished in reasonable conditions with ease in 26 hours of flying. Thus, hours available for sight-seeing and refreshments amounted to 70, or nearly twelve hours a day. The places to be seen were well worth that expenditure of time—Baghdad, Uru of the Chaldees, Babylon, Ctesiphon, Samarra, Mosul (the ancient Nineveh), Jerusalem, Palmyra, Damascus, Acre and Petra. And no ground traveller could possibly manage the trip within the week.

Similar searching trials are gone through before any particular aeroplane is finally adopted for the British service, a system which vastly minimises the risk of serious faults being discovered after an order has been given for a production batch. Probably the boat selected for this latest cruise will take a place in the service midway between the famous "Southampton" boats, modified in accordance with recent theory and research and the three-motored 2,100 h.p. "Ark" craft, which are at present the most powerful flying machines in the Royal Air Force fleet.

LIGHT PLANES IN CHINA.

The Chinese National Government, which rules from Nanking, confirmed last week an order for six "Moth" training biplanes and two "Puss Moth" cabin monoplanes, bringing the total of "Moth" light aeroplanes sold to China within the last three years up nearly to 100.

Aviation is gaining a firm hold in China, where many of the young men are enthusiastic flyers, headed by Marshal Chang Hsueh Liang, who learned to fly two years ago and is now the possessor of his own light plane.

The newly ordered craft are to go to the Chinese military aerodrome at Changsha in the Hunan district, where the training machines will be employed in the instruction of Chinese service pilots and the monoplanes stationed for the carriage of urgent business about the country of high government officials. Around Changsha the country is a network of interesting rivers and probably all the new machines will be fitted later on with float landing gear for operation from water.

CENTRAL
THEATRESHOWING TO-DAY
at
2.30, 5.10, 7.15 and 9.20 p.m.TIFFANY
The DRUMS
of JEOPARDYTerrifying to the Last
Gasp!Thrilling to the Last
Throb!Entertaining to the Last
Fade-out!HAROLD MACGRATH'S
Famous Novel Adapted by
Warner Oland, June Collyer,
Lloyd Hughes, Hale Hamilton,
Wallace MacDonald, George
Fawcett and others.

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DE LUXE

"FIRE WORSHIPPERS"

PLAYED BY A

70 Piece Orchestra

"THE BLIMP MYSTERY"

ALL-DIALOGUE

MONKEY COMEDY

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THEATRE ONLY
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NEXT CHANGE

Joseph Schildkraut

in

"COCK O' THE
WALK"

A SONO ART PICTURE.

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an advertisement
often doubles its
selling power.
It is that little
extra thought and
care, which is
given to every
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drawn up in the
office of the Hong
Kong Daily Press,
which brings good
results.

THE SILVER SCREEN.

CENTRAL THEATRE.

"THE DRUMS OF JEOPARDY."

Harold MacGrath's famous novel, "The Drums of Jeopardy," comes to the last day of its engagement to-day at the Central Theatre with Warner Oland, June Collyer and Lloyd Hughes featuring.

The story is of the type calculated to thrill and terrorize. The drums of the title are set with rubies and are hung on a necklace that was once stolen from the neck of the wife of the Emperor of India. Tradition says that a man has only to hang the necklace about a woman's throat and she will refuse him nothing, but if one of the drums is detached and sent to a man he will die within twenty-four hours!

The necklace has belonged to the Russian royal family of Petroffs for several generations, and then it falls into the hands of one Boris Karlov, a clever scientist, whose daughter was betrayed by one of the Petroff princes.

Now Karlov pursues his vengeance and the Petroffs, with the aid of a U.S. Secret Service agent, match wits with, and finally outwit him, we have for your thrilling pleasure.

There is a love story. June Collyer portraying an American art student who falls in love with the youngest Russian Prince and nearly loses her life with her heart. Comedy breaks the tensity at the right moment, this being cleverly handled by Clara Blandick as a bustling bustling aunt. Lloyd Hughes is manly as Nicholas, the youngest Russian prince. Wallace MacDonald, Hale Hamilton, Ernest Hilliard, Mischa Auer, Florence Lake and Amy Brady contribute splendid performances.

"COCK O' THE WALK"

If Rudolph Schildkraut, the famous father of Joseph Schildkraut, had had his way with his son, both the stage and the screen, would have been minus one of their most versatile and talented actors. The elder Schildkraut, himself a celebrated actor both in Europe and America, wanted his son to carve out a career for himself as a musician and composer. Accordingly, Joseph studied music thoroughly, became a proficient violinist and pianist, graduated from the Imperial Academy of Vienna.

His first visit to America upset these plans, for shortly after his arrival, he registered in the American Academy of Dramatic Arts in New York, and from then on concentrated entirely on a dramatic career.

Although the famous screen star has given up the idea of a music career as a profession, his love for the violin, and music in general, has remained with him. A native of Vienna, Schildkraut comes by his fondness for melody naturally and with his training in composition and in the violin, his knowledge of music affords him genuine pleasure in the hours away from the studio. He frequently plays the violin on the stage and on the screen, when the parts call for it, and in "Cock o' the Walk," his violin playing provides an interesting interlude in the cafe scenes of the picture.

This James Cruze production will be presented at the Central Theatre to-morrow. Schildkraut considers his part of Carlos Lopez, a dashing Latin lover in the story, one of his best roles. The talkie is based on the popular novel "Happiness Insurance," by Arturo S. Mom. In the supporting cast are Myrna Loy, Olive Tell, Wilfred Lucas and Edward Peil.

KING'S THEATRE
HONGKONG'S FINEST CINEMAFINAL SHOWINGS TO-DAY AT 2.30, 5.10, 7.15 & 9.30 P.M.
CHARLES FARRELL AND ELISSA LANDI

"Body And Soul"



A FOX PICTURE

NEXT ATTRACTION
COMMENCING THURSDAY, 24TH SEPT.

"BED AND BREAKFAST"

with JANE BAXTER and RICHARD COOPER

A GAUMONT BRITISH TALKING PRODUCTION.
BOOKING AT THE THEATRE. TEL. 25313.

KING'S THEATRE.

"BODY AND SOUL"

Like other World War heroes, Dennis D'Auburn, former flying ace attached to the British air forces, is reluctant to discuss his accomplishments, but he does not deny he was brought down over Holland near the close of the war and that he was badly hurt.

D'Auburn, has a powerful rôle in "Body and Soul," Fox Movie-tone romantic drama, now showing at the King's Theatre. The leading rôles are enacted by Charles Farrell needs no introduction and while this is Miss Landi's first film appearance she comes to the screen with the acclaim of Europe and Broadway still ringing in her ears.

Miss Landi is not only beautiful but talented and has a charming personality. She appeared in four pictures in Europe, two of which were produced in England by Elinor Glyn. In one of the other, she played opposite Adolphe Menjou in Paris. Her success led to the leading rôle in "A Farewell to Arms," a New York stage success and, finally, to Hollywood under contract to Fox Films.

In addition to D'Auburn, the cast supporting Farrell and Miss Landi in "Body and Soul," includes Humphrey Bogart, former New York Leading man, and Myrna Loy in featured rôle.

(Continued on next column.)

QUEEN'S THEATRE.

"IT'S A WISE CHILD"

An entire home was built in sections under the roof of a giant Metro-Goldwyn-Mayer sound stage for "It's a Wise Child." Marion Davies' new starring vehicle which will come to the Queen's Theatre next change.

Because the action in the hilarious farce moves rapidly from room to room in the small town home, it was necessary for the entire floor plan of the house to be built intact on the stage. It was completely furnished in every detail, lacking only ceilings and roof to be a real home.

Robert Z. Leonard directed the new Davies film from the Laurence E. Johnson stage hit. Sidney Blackmer has the leading masculine rôle. The cast also includes James Gleason, Polly Moran, Lester Vail, Marie Prevost, Clara Blandick, Robert McWade, Johnny Arthur, Hilda Vaughn, Ben Alexander and Emily Fitzroy.

Other rôles, Ian MacLaren, Donald Dillaway, Pat Somerset, Crawford Kent, Douglas Dray, Harold Kinney and Bruce Warren.

AUTOGIRO CRASH.

SCHNEIDER TROPHY PILOT
INJURED IN YORKSHIRE.

Flight Lieutenant H. M. Schofield crashed while giving a demonstration of the autogiro at a flying meeting of the Yorkshire Aero Club at Sheburnham-Elmet.

The machine was up about seventy feet and was banking, when a gust of wind caught the rotor and caused the machine to stall. It fell heavily, and Lieutenant Schofield was picked up suffering from injuries to the head. Members of the crowd of spectators had narrow escapes.

Flight Lieutenant Schofield was a member of the Schneider Trophy team in 1927. When picked up he was found to be bleeding profusely from a scalp wound at the back of the head caused by contact with the petrol tank. After he had recovered consciousness he was taken in an ambulance to the Yorkshire Aero Club's residential club-house, where he was attended by a doctor.

The autogiro was very badly damaged about the undercarriage and fuselage. The plane was seen to stall when over the heads of the crowd, but by clever piloting Flight Lieutenant Schofield cleared the crowd by about twenty yards.

A photographer who rushed up and took a photograph of Lieutenant Schofield as he was lying over the side of the plane had his camera smashed.

Lieutenant Schofield was taken to Leeds Infirmary afterwards, but it was stated that he was not on the danger list and that his condition was "quite good."

PRINCE'S THEATRE

SHOWING TO-DAY

At 2.30, 7.15 and 9.15 p.m.

Special Matinee at 5.15 on Saturday and Sunday

M.G.M. Picture:

"THE 13th CHAIR"

This tragedy

presents

A

DOUBLE

MURDER

This is enough to

create your

nightmare

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superstitious act,

and this surely is

wonderfully exciting

to the eyes of

the modern world.

Added
Attractions:1. "Hotter
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News.

NEXT CHANGE

M.G.M. "SEA WOLF" Commencing on Sept. 24th.

TO-DAY'S WIRELESS
PROGRAMME.BROADCAST BY Z.B.W. ON
355-METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.
1.30 p.m.—Rugby Press news, mail notice, etc.
2 p.m.—Close down.
5 to 7 p.m.—Chinese programme.
6 to 6.30 p.m.—Chinese children's programme.
7 to 10.30 p.m.—European programme of Victor records supplied by Messrs. Tang Fook Piano Co.
7 p.m.—Mail notices, etc.
7.05 to 7.45 p.m.—

Variety.

Orchestral—"Falling in Love."
Orchestral—"You Forgot Your Gloves."
Variations—"Waring's Penny Variations."
Instrumental—(a) "Lullaby" (Brahms); (b) "Little Sandman" (Brahms); (c) "Hush My Babe" (Roussau); (d) "Lullaby" (Mozart); (e) "Cradle Song" (Schubert); (f) "Sweet and Low" (Barry);—Alexander Schmidt, (Violinist) with cello, clarinet and piano.—22100.
Song—"Right Now!"
Song—"Moonlight Saving Time."
—Maurice Chevalier (Baritone).—22723.

Organ Solo—"The Wren"—Polka.
Organ Solo—"Carnival of Venice"—Fred Brane—12-80716.
Organ Solo—"Mexicali Rose."
Organ Solo—"The Four Little Farms"—Sigmundo del Oro.—46181.
Violin Solo—"Could I"—Giulietta Morino with guitar and piano.
Violin Solo—"Ramona"—Giulietta Morino with guitar.—12-81222.

8 p.m.—Local time and weather report.
7.45 to 8.15 p.m.—

Operatic.

Gems from "Bohemian Girl" (Balfe)—Victor Light Opera Company.—35616.
"Tannhauser"—Overture (Wagner)—Mitglieder der Staatskapelle.—68003.
Gems from "Mignon" (Thomas).
Gems from "Tales of Hoffman" (Offenbach).—Victor Opera Company.—35975.
8.15 to 8.30 p.m.—

Organ Solos.

"Chorale No. 3 in A Minor" (Cesar Franck)—Guy Weitz.—35948/35949.
8.30 to 8.57 p.m.—

Orchestral and Band Selections.

"Boccaccio—Tarantella e Valzer" (von Suppe).
"Marcia Turca" (Wolfgang Amadeus Mozart)—Brida Creatore.—68711.
"Marche Joyeuse" (Chabrier-Hinrichs).
"Danse Slave" (Chabrier)—Victor Symphony Orch.—36037.
"Masked Ball"—Selection (Verdi)—arr. Creatore.—Creatore's Band.—36006.
8.57 to 9.10 p.m.—
"Trio in G Minor" (Haydn)—Alfred Cortot-Jacques Thibaud-Pablo Casals.—2045/3046.
1st Movement—"Andante."
2nd Movement—"Poco Adagio Cantabile."
3rd Movement—"Rondo."
9.10 to 10 p.m.—

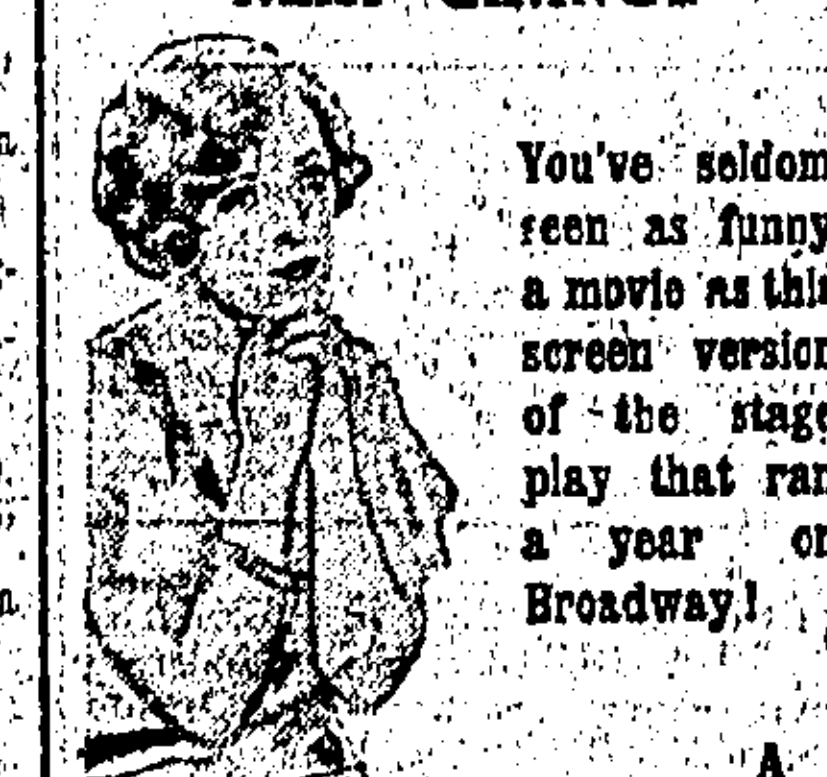
A Concert.

Piano Solo—"Hungarian Rhapsody No. 11" (Liszt)—Alfred Cortot.—1977.
Song—"The Gypsy and the Bird" (Oxenford-Benedict).
Song—"Parla Valzer" (Arditi).
—Madame Amelita Galli-Curci (Soprano).—1987.
Violin Solo—"Do You Know My Garden?" (Haydn Wood).
Violin Solo—"No One Knows" (Gordon).—Helen Chemt—1270.
Song—"Drink to Me Only With Thine Eyes" (Toscani).
Song—"Believe Me If All Those Loving Eyes"—Chorus.
(Thomas & Moore).—Lawrence Tibbett (Baritone).—1238.
(Continued on previous column.)

QUEEN'S
THEATREFINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.Hail the New Star—
ROBERT
MONTGOMERY

a Metro-Goldwyn-Mayer Picture.

NEXT CHANGE

MARION
DAVIES
IT'S A
WISE CHILD

STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 & 9.20.

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CHATTERTONin
"A Lady of
Scandal"with BASIL HATHORNE
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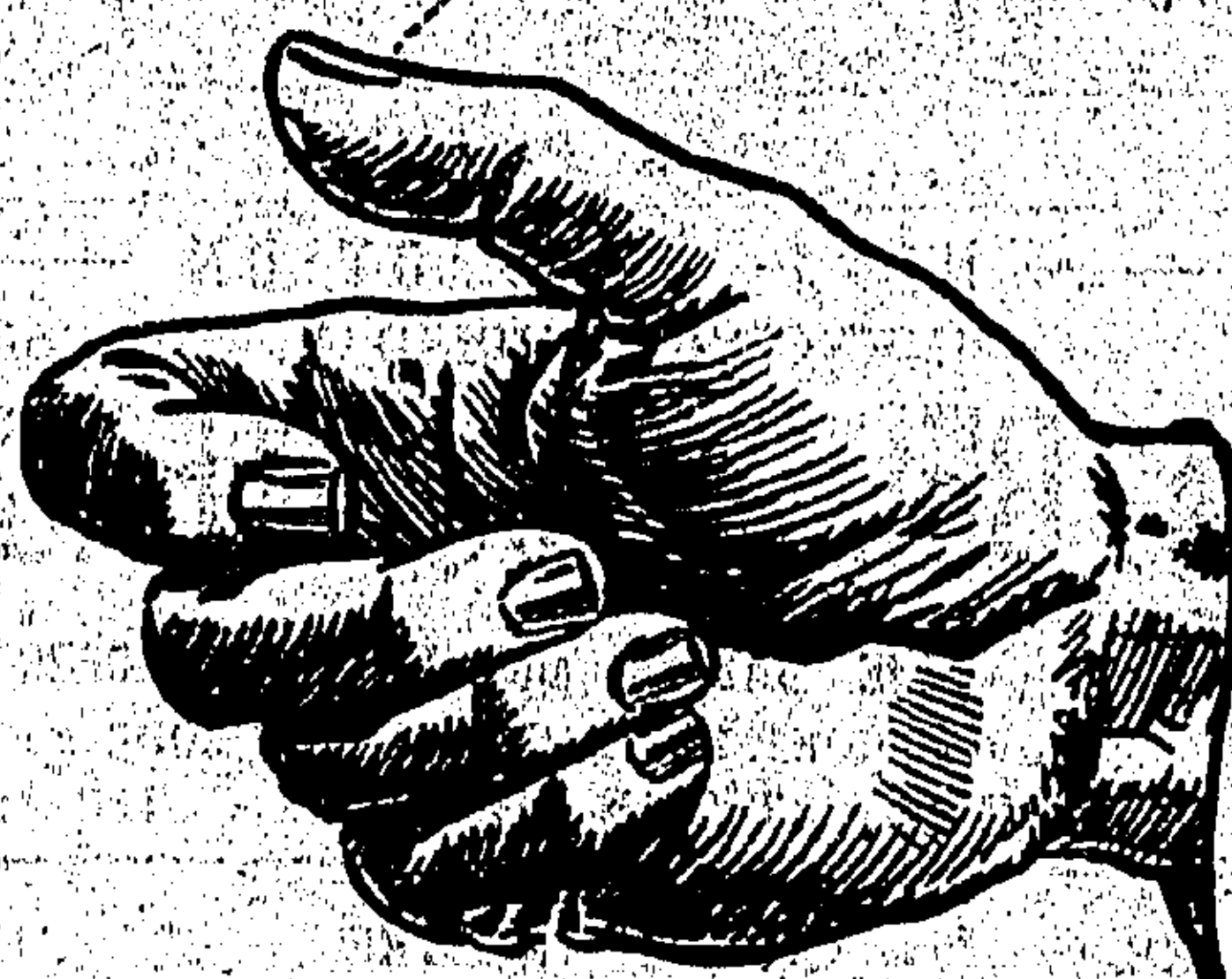
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LOCAL MAPS

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HONGKONG DAILY PRESS.

GRIM HIGHLAND SECRET.

(Continued from Page 1.)

Wise old stag! Better die chill and sudden than suffer the mischievous torments of that swarming earth.

This dot-and-dash mode of progress had carried us both to where the glen curved sharply. We were in an amphitheatre bounded on the north by the bald shoulder of the Ben, and on the east and west by the walls of the glen that curved round to meet the forest barrier.

But that was a puerile forest, a thing of imported trees—larches, spruces, silver and Douglas fir—no older, perhaps, than a hundred years. The grand ruin-lying in the hollow under the mountain, and whitening the walls of the glen, was primeval, a remnant of the Caledonian pine forest. The pines that stood about the banks of the stream which ran, now translucent green in the pools, now milky frothing through the necks of firs, were upstanding veterans; they grew knee-deep in heather and blackberry and cranberry plants, and the red flush of life was on their branches and the dark shen of health on their needles.

Higher up, where the winter gales had wrestled with them year after year, and the weight of the snow

had borne them down, the stricken trees lay bleaching, not sudden in decay like the trees of lowland forests, but stark and white and pitifully naked in death, their bony fingers clutching the heather, their broken ribs, like skeletons of primeval beasts, littering the hill slopes. They held the fragrance of centuries. If you lit a fire their faggots would burn as sweetly as they smelt when the morning wetness was on them in youth.

Hiding Place of Death.

The place was still. What wind there was blew high. No whistling cleft in the north let it come shrieking through. I had stopped to consider the way, for there was not even a rabbit track; and my old stag had lain down in his last shallow. He had reached it—the hiding place of death. A faint, musty whiff came to me with every light air that stirred. When I moved on towards the mountain foot it grew stronger, and I found there, three corpses' limp in the heather, each in a different hollow, near the stream; the skin drawn tight over their ribs and the russet faded on their flanks.

And besides the dead there were those who waited, patiently cropping the coarse grass, wherever the heather grew less thick. Four of them I counted, each seeming whole and in good health until I came near and saw that they were tethered by some hurt.

I crossed the stream and climbed out of the glen through the stricken forest, only stopping to pick up a bone. It was the leg-bone of a deer, tapering down to the delicate hoof, and broken clean off below the knee-joint. A piece of fence wire was still tightly tangled about it.

This I had with no irreverence to the memory of Aloysius Horn what I know to be the truth about Death's Glen, the last sanctuary, the trackless hollow to which the red deer travel in old age and sickness, or with one of the hurts for which there is no cure in the hills.

BANK NOTE CASE.

COMPLAINANT IN THE
WITNESS-BOX.

LENGTHY CROSS-EXAMINATION.

When the Criminal Sessions trial of Kong Sze Yik and Leo Arthur Guimaraes on a charge of obtaining \$7,000 by means of a trick was resumed before the Pains Judge (Mr. Justice Lindell) and the jury yesterday, Wong To Po, assistant editor of the *Tsun Wan Yat Pao* and complainant in the case, was subjected to a lengthy cross-examination.

Mr. Hin Shing Lo, instructed by Mr. J. M. Hall, is defending the first accused, while Mr. Leo D'Almada, jr., instructed by Mr. D. B. Evans, of Messrs. Johnson, Stokes and Masters is appearing for Guimaraes.

During the evidence of the witness, which lasted the whole day, Guilherme Guimaraes, brother of the second accused, who is also implicated in the case and who has surrendered himself to the police, was brought into Court. Complainant identified him as the man who received the money through the first accused.

Complainant's Story.

Wong To Po said that after his negotiations for the purchase of \$10,000 worth of forged notes for \$7,000, he secured the money from his father-in-law, and proceeded to 6, Caine Road, with the first accused and Pang, who described himself as a broker in forged notes. There they saw Guilherme Guimaraes, and the \$7,000 was handed over to the first accused who retained \$1,500 and gave the remainder to the European. After that the second accused walked in, and, stating that he was a police inspector, took the European away. At this juncture Pang suggested to witness and first accused that they had better clear out as the police inspector might come back to arrest them.

Mr. Hin Shing Lo, in cross-examination, put it to the witness that he was engaged in the deal not for himself but on behalf of his father-in-law. Witness denied this and said that he borrowed the \$7,000 from his father-in-law telling him that he needed the money for business. The largest sum he had previously borrowed from his father-in-law was \$300.

Rich or Poor?

Mr. Lo: He advanced you \$7,000 without any questions within 24 hours of your request?—Yes.

Do you know this man in Court?—Yes.

He is accountant in the same newspaper office and has worked there longer than you?—Yes.

And you have borrowed money from him on several occasions?—Yes.

So you are a poor man, Mr. Wong?

Witness (in an offended tone): Why do you say that?

Mr. Lo: Are you a rich man then?

Mr. Justice Lindell: Don't provoke him too far.

Mr. Lo (to witness): Very well, you are a rich man then, thank you.

The case was adjourned until this morning when the witness will be cross-examined by Mr. Leo D'Almada.

CHINA HOLLYWOOD
IN PEIPING.SIR ROBERT HO TUNG'S
PLANS FOR OLD CAPITAL.

Peiping, Sept. 13.—To make Peiping a second Hollywood is among the proposals made by prominent business men here as one means of restoring prosperity to China's former capital.

Sir Robert Ho Tung, one of Hong Kong's leading citizens and a multimillionaire, arrived here last Sunday to study the scene field in North China. In addition to his many other enterprises, he is a director of the United China Moving Picture Company and he is said to be very favourably impressed with the prospect of making Peiping a cinema centre owing to its wonderful climate, where, in the autumn and winter particularly, the sky is often cloudless for weeks on end.

The Hong Kong magnate has already decided to establish a school here at once to train screen actors and actresses in connection with his picture company and many university students and others have applied for the entrance examinations for the new school.

KOWLOON BYEWASH
RESERVOIR.OFFICIAL INSPECTION
YESTERDAY.MAGNIFICENT STRUCTURE
DESCRIBED.

An official inspection of the Kowloon Byewash Reservoir was held yesterday afternoon by members of the P.W.D. and other Government officials. The party was escorted by Captain B. Montague Ede, Chairman of the Hong Kong Excavation, Pile Driving and Construction Co., Ltd., who were in charge of the construction of the dam.

Members of the party included H.E. Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., Hon. Mr. W. T. Southern, C.M.G., the Hon. Mr. C. G. Alabaster, the Hon. Mr. H. T. Cressy, Hon. Mr. W. E. L. Sifton, Hon. Comdr. G. F. Holo, R.N. (retired), Hon. Sir Shou-son Chow, Hon. Dr. S. W. Tao, Hon. Mr. J. P. Braga, Mr. E. W. Carpenter, Mr. C. W. E. Bishop, Mr. R. M. Henderson, Captain B. Montague Ede, Mr. Grey and members of the construction company.

The dam proper is reached from the Taiipo Road by a concrete road cut through the hill side. It winds its way up and over the dam, where it is ten feet wide, and continues on its way for about a mile, where it ends at the filter station and underground service reservoir at Shek Lai Pui, both of which were constructed by the Hong Kong Excavation, Pile Driving and Construction Co.

The scenery along the road and the country that the road passes through is of remarkable beauty. Pine trees and hills are the main attractions until one comes upon the new dam. Here a remarkable sight meets the eye. The white columns of the dam loom up 118 feet above the valley, with the overflow splashing over the side and down into the valley.

The Overflow.

In addition to the dam, an overflow channel, 12 feet wide and 800 feet long, is constructed to lead off the overflow waters from the old Shek Lai Pui reservoir into the reservoir at the Byewash. This overflow channel is 100 feet higher at its intake than at its outlet and makes a beautiful and valuable addition to the system of water conservation and supply in Kowloon as planned by the efficient and progressive unit of the Department of Public Works, the result of whose efforts has added so much to the safety and convenience of the people of Hong Kong.

The work on the dam was started in July, 1929, and was completed on May, 1931. The dam is situated 270 feet above sea level and has a capacity of 185,000,000 gallons. The length is 50 feet at the bottom and 335 feet at the top with a width of 34 feet at the bottom and 9 feet 10 inches at the top. Sixteen arches of 12 feet span provide for the overflow. The depth of the foundation at the seal in the middle of the dam is 30 feet.

The Constructors.

Much credit for the construction of the dam must be given to the Hong Kong Excavation, Pile Driving and Construction Co., who were among the pioneers in the Colony in the use of modern equipment for the transporting of materials and supplies used in the construction of the project.

Sand was transported in the company's junks from the beaches at Hain Wan, transhipped by truck up the Taiipo Road to the unloading station, and thence across the valley to the blockyard and concreting tower by aerial cable. Stone was quarried at the site and crushed by stone crushers of high capacity.

The concreting tower, 120 ft. high, made of steel, had a huge concrete mixing plant at its base, from which batches of concrete were hoisted to the mouth of the chute fastened to the top of the tower. This chute, a modern introduction into the field of reinforced concrete work, was an ingenious and flexible arrangement of cables, pulleys and weights which enabled the concrete to be sent from the one central mixing plant and placed at any part of the dam with ease and dispatch. It weighed 12 tons plus the weight of four men, permanently stationed thereon, and its radius extended the full length, breadth and height of the dam.

BOOKS and READERS

GRAPHIC STORY OF
GOEBEN AND BRESLAU.

In "The Two Lone Ships" (Hutchinson, 10s. 6d.), Georg Kopp, a wireless operator of the Goeben, tells a story of the Goeben and Breslau which, in spite of its rhetoric and a certain bombast, will prove of absorbing interest to many readers, but to none more than to those who, like those in H.M.S. *Indefatigable*, encountered these ships while bombarding Cape Bon on the afternoon of August 3, 1914.

The German counterpart of the tension and uncertainty experienced in the British ships as they steamed on either quarter of the Goeben within easy gun range on that memorable afternoon is described, and the entry of the Goeben into Messina, her adventurous voyage to the Dardanelles, the action between H.M.S. *Gloucester* and Breslau, the secret coalition in the Aegean, and her final escape are graphically recounted.

The opening chapters recall, as if they had occurred yesterday, the extraordinary incidents and uncertainty of that blind and fruitless chase. Those who took part in the hunt will be unable to withhold profound admiration for the resourcefulness and courage of the German Admiral Sanchon, and renewed astonishment will be felt at the escape of the Goeben through a bottle-neck, without being brought to action by any ship of the great combined Fleets of England and France.

Little Known Incidents.

The later chapters, which deal with the career of these two remarkable, and subsequently Turkish, ships, in the Sea of Marjona and the Black Sea, recount incidents not generally known, and they will be found to be of absorbing interest. The bombardment of Sevastopol and other Russian ports took place before the Russian Ambassador had left Constantinople, or war had been officially declared. Apart from the military exploits of the Turkish fleet, commanded by the Turkish Government in the early months and their indignation at the seizure by the Admiralty of their two ships completing in British yards. This incident, coupled with the wooden gun left by the British in the Turkish battleship *Messudi*, after re-arming in England, seems to have weighed more than a little in Turkey's declaration of war. The use of the fox for headgear was a source of unfailing diversion to the German crews.

Perhaps the most instructive matter in the book centres on the vicissitudes of the Goeben's fuel problem. When Cardiff coal was exhausted steaming with Asiatic became troublesome. Coaling ship from vessels unsuited for discharging coal was a complex problem. The extraordinary vulnerability of oil tanks ashore is dramatically exemplified by the destruction of the tanks at Novorossiysk, and the burning of the town, as a result of a short bombardment from the sea. The Germans may be excused a little bombast over the career of their two isolated Mediterranean ships, for it was as remarkable as it was creditable to all concerned.

COMMERCIAL FLYING.

A COMPLETE COURSE FOR THE COMMERCIAL FLYING LICENCE. By W. Lawrence Hope and Norman W. Kennedy. London: John Hamilton, Ltd. Pp. xiii, 348. 2s. 6d.

In order to qualify for a "U" licence, which entitles a pilot to carry passengers and goods, for hire or reward the said pilot must learn a very great deal beyond the mere piloting of an aeroplane. Captain Lawrence Hope, the well-known cross-country pilot and King's Cup winner, and Mr. Kennedy have set themselves to help him to pass his examination. Unlike most instructional books on flying, this book does not deal with

actual aeroplanes and the theory of flight until chapter vi. is reached. As the book is written for people who already hold an "A" licence, it is rather surprising to find the elements of flight dealt with at all. The earlier chapters go somewhat deeply into the problems of maps and charts, magnetism and compasses, elementary meteorology, instruments, and cross-country flying. Then comes the aeroplane, and next the engine, while the concluding chapters explain the rules of the air and deal with the licence itself. The book is profusely illustrated, but not always very appropriately. The photograph of a Hawk Moth in flight is one superfluity.

"Always keep up your flying speed and you will never be hurt," writes Captain C. D. Barnard in the first chapter of *Barnard on Learning to Fly* (Samson Low and Co., pp. xi, 172, 15s. net), and he puts the sentence in italics. It is comforting, but perhaps a little too optimistic. Later on he explains that a bad landing may hurt you. Nevertheless this book is a very useful one, and should be of great assistance to the embryo pilot. The great reputation of the author, who was the pilot of the Duchess of Bedford on her great flights, will increase the sale of the book and carry conviction to the purchaser. As Colonel Moore-Brabazon writes in the foreword: "This particular volume combines great knowledge with wonderful simplicity of explanation." It may be added that the numerous diagrams are a great help to the verbal instructions. Perhaps they are partly responsible for the rather high price of the book.

BOOK FOR YACHTSMEN.

DOWN CHANNEL. By R. T. M. Mallen. London: Geo. Allen and Unwin. Pp. xxxvi, 418. 5s. 6d. net.

"I do not believe," writes Mr. Arthur Ransome in his biographical foreword to this new edition of a rare and much-prized work, "that any other book exists from which a man can learn so much of good manners in the presence of the sea, and good manners are among the surest signs of the good seaman." The chief interest of the present edition lies in the picture Mr. Ransome is able to give us of the personality of this nautical stockbroker and most professional of amateur sailors. Of the man's courage, of his supreme care for the minutest details of seamanship, of his resource in emergency, and of the profound intimacy with the sea in all its moods that he gained in over forty years of cruising his own logs sufficiently inform us. From that of the tiny three-ton *Leo* in which, in 1880, he gained his first grueling experience to that of the *Perseus* at whose tiller, with a singular fitness, he died in 1891 on a voyage to France, his writing is packed with material of interest and value to all yachtsmen. Of himself he says little. One can gather a contempt of the social and sporting aspects of yachting, his deep, almost religious fervour in pitting his skill against every vagary of wind and water, but of his humanity his logs give little hint. This brief biography reveals him as a dyed-in-the-wool Conservator of a highly pugnacious sort, with strong views about the evils of trade unionism and compulsory education, a fundamentalist in religion, and a hearty lover of mechanical invention whether at sea or on land. There would, one feels, have been as little latitude for liberal views in the cockpit of *Orion* or *Procyon* as for slack seamanship. Perhaps it was natural that a man so much at odds with the tendencies of his time should have found his greatest zest in taking up the old and unchanging challenge that nature offers. At any rate, the light this edition throws on McMullen's character adds greatly to the interest of his diaries.

WAR ON GANGDOM.

OVER A HUNDRED ARRESTS
IN NEW YORK.

New York, August 28.—War against the underworld is progressing on all fronts. More than 20,000 people thronged Madison Square Garden last night at a meeting which called for a cessation of lawlessness. The crowd's approval when one of the speakers declared that the city was no longer a safe place in which to live, and blamed the police for their laxity.

Meanwhile, police headquarters have flashed a general order for the most thorough round up of undesirable, for which virtually the entire force has been mobilised. More than a hundred arrests were made.

One of the victims of the Brooklyn outrage on Sunday night, when three Italians were lined up against a slaughter-house wall and sprayed with bullets, has been identified as the leader of the murderers. He was shot down when he stepped accidentally into his benchmark range of fire after he had lived up two of his intended victims.

TWO PLANES IN
ROADWAYS.CROYDON TRAMCARS HELD
UP.

London, August 27.—There were three aeroplane accidents within twenty-four hours at Croydon Aerodrome, two machines coming down yesterday in adjoining roadways and causing some traffic dislocation.

Just before eight o'clock in the morning the French Air Union freighter *Normandie*, with mails and other freight, arrived over the aerodrome in a thick fog, with visibility of about a hundred yards. The pilot was unable to see the boundary of the landing ground and the plane crashed through an iron fence and dropped to rest in Stafford Road, Wallington, stopping just a few feet short of a house-front.

At that time of the morning the road is usually crowded with people going to work, and it is surprising that nobody was hurt.

Immediately after its descent a tram-car pulled up in front of the obstruction, and for about an hour the Croydon-Sutton tramway service was held up, while other traffic was diverted.

Hundreds of volunteers rendered assistance to the Aerodrome Salvage Corps, and the machine was pushed and hoisted up the steep bank to the aerodrome. The plane was so little damaged that the engines were set going and it taxied over the aerodrome under its own power.

Film Plane's Crash.

In the afternoon a small light aeroplane, a Klemm, belonging to British Air Transport, fell on Purley-way, a busy by-pass for Croydon. Half the road was obstructed, and special traffic arrangements had to be made.

The machine, a three-seater, failed to rise properly at the take-off, and crashed through a fence on to the roadway. The pilot (Mr. W. F. Anderson) and his two passengers, film photographers of Gainsborough Pictures, Ltd., were not injured.

An accident happened on Wednesday night to a Farman machine of the French Air Union in landing at the aerodrome. It crashed from a height of about thirty feet, and was considerably damaged, the cabin being pushed up through the wings.

Neither in the case of the *Normandie* nor the Farman was the pilot or crew injured, and no damage was done to the goods on the former. The French Air Union announces that both aeroplanes will be in service to-day.

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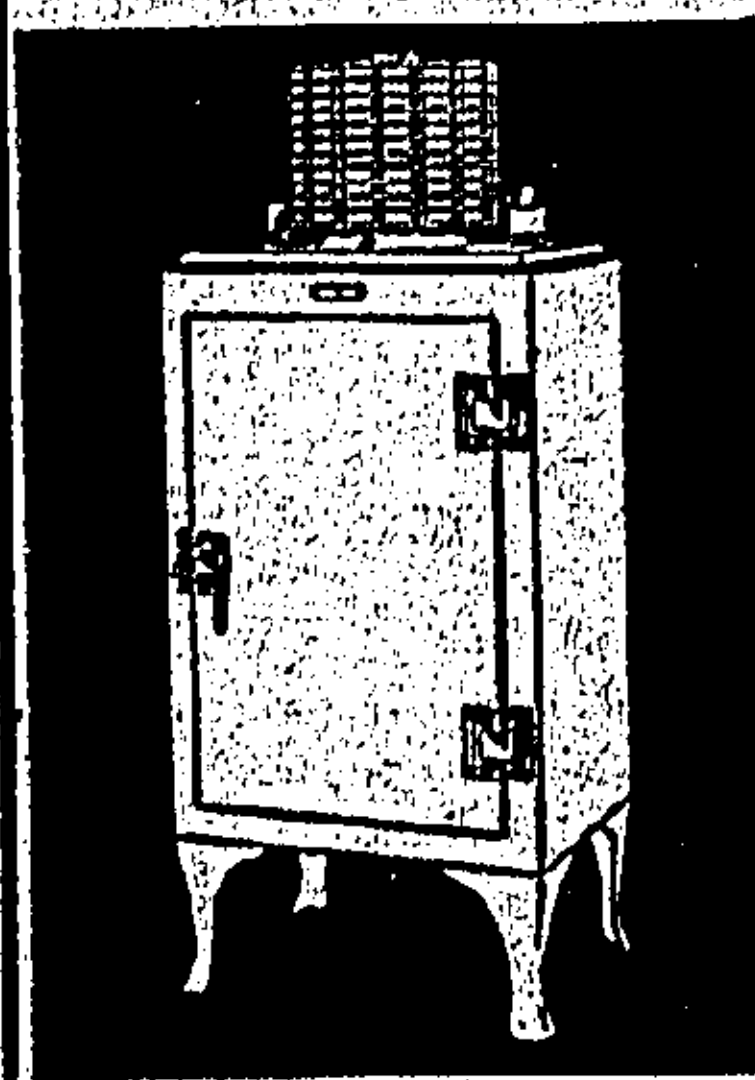
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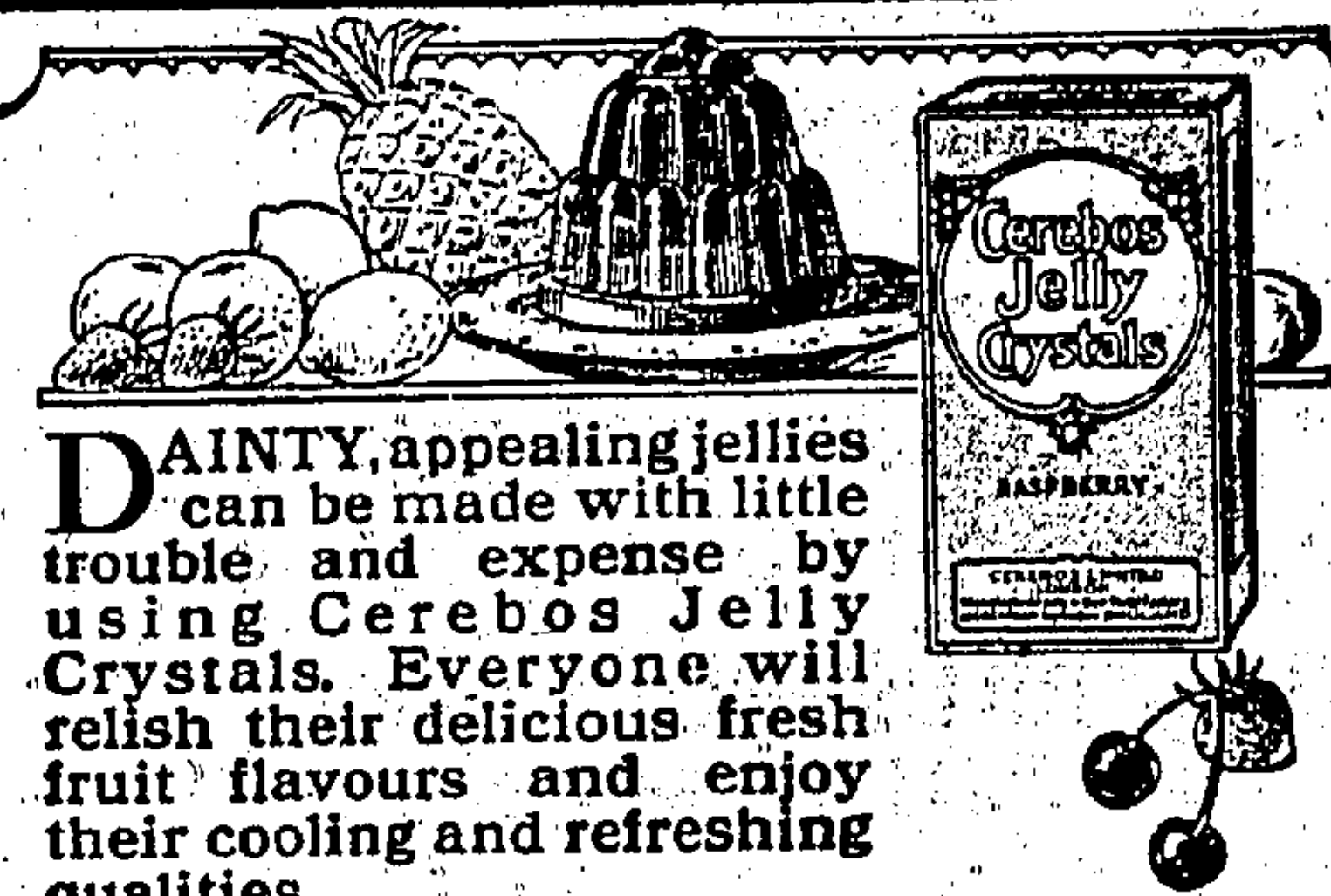
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HOW THE "KWONG SANG" WAS LOST.

NIGHT-LONG STRUGGLE AGAINST HEAVY SEAS
IN FUNING BAY: FOUNDERS AT 8 A.M.

SURVIVORS RELATE HARROWING EXPERIENCES
AT MARINE COURT OF INQUIRY.

How the Kwong Sang ran into a typhoon on the night of August 10, while on a voyage from Shanghai to Hong Kong; how the ship battled against it all night long; how orders were given to abandon ship when it was making water rapidly the next morning and how the three survivors fared after floating for forty-eight hours in the sea, were related at the Marine Court of Inquiry yesterday when the Hon. Commander G. F. Hole, R.N. (retired), presided.

SEPOY'S SEARCH FOR POSSIBLE SURVIVORS.

In addition to Commander Hole the Court was composed of Lieut.-Comdr. L. G. Addington (H.M.S. Tamar); Captain R. A. Pritchard (s.s. Borneo); Captain F. W. Jenkins (s.s. Changchow), and Captain C. Stringer (s.s. Kwangchow).

Mr. C. Bulmer-Johnson watched the proceedings in the interests of the Indo-China Steam Navigation Co., and others present in Court were Mr. W. Sanderson, Superintendent Engineer, Captain D. Skinner, Marine Superintendent, Mr. E. F. Aucott, Manager of the Company, and Captain T. T. Laurensen, representing the China Coast Officers' Guild.

At the time of the disaster the Kwong Sang carried a crew of 78, one first class passenger, about 40 Chinese passengers, and some sheep and horses, besides general cargo.

According to Lee Bei Yuen, fireman on the Kwong Sang, the vessel ran into bad weather when less than a day out from Shanghai. At midnight on August 9, the No. 1 fireman told him that the captain had given orders to drop anchor, but this was not done in view of the storm which was rapidly increasing in strength.

In the Death-throes.

It was impossible to sleep that night, declared witness, owing to the heavy rolling. The gale increased in force the next day and early in the morning the captain gave orders for the bailing out of the water that had entered the No. 2 hold through the hatch. It was raining heavily at the time.

Lee went on to describe the events of August 10, when, he said, the full force of the typhoon struck the craft and kept it pitching to such a degree that the propeller was frequently out of the water.

"Soon after 7 a.m. we heard several bumping sound as if the ship had struck some rocks," he continued. "At 7.30 the engine room telegraph rang 'stand by' and the engines were stopped at 7.30 I then went aft to start the ballast pump. Everyone was on deck putting on belts. The lifeboats on the poop deck had been washed away, leaving only four hoists amidships. Both anchors were dropped at that spot where the depth of the water was 14 fathoms. A seaman came on deck and reported that the engine room was full of water."

The ship sank at 8.30 a.m., all on board being thrown into the water. There was no time to launch any of the lifeboats.

"I floated round for some time," witness said, "and eventually caught hold of a piece of wood to which two quartermasters and two other people were clinging."

Waves continually forced Lee and his companions to release their hold on the piece of wood, and half an hour later, one of them was drowned.

Clained by the Sea.

Gradually his companions were washed away until at 5 p.m. witness found that only himself and a boy remained. The boy held on for only another hour when he too was drowned.

The rain and wind had stopped by this time, Lee continued, and

after floating for some hours he saw lights and when dawn broke he could see land. It was 4 p.m., however, before he was washed ashore, having floated since 8.30 a.m. the previous day.

He collapsed and recovered consciousness to find himself in a nearby village. The next day he met So Kwai Yuen, the fireman's cook, who had been picked up further along the coast. Wong Fu Tin, another survivor, was also traced, and the trio were taken to Shanghai by junk and steamer.

The Court sought an explanation as to the nature of the light that Lee had seen. He told them that it had the appearance of a light-house.

The efforts of H.M.S. Sepoy to locate survivors of the Kwong Sang were related by Lieut.-Comdr. W. L. B. Adams, of the Sepoy. To the north-west of Fuyan Island and the Incog lighthouse he heard reports of four bodies having been washed up. Actually, he found two bodies in the vicinity, one of which was wearing a life belt, identified as an Indo-China S.N. Co. belt.

At Shamshu, he found a book of comrade's tickets marked "Kwong Sang," and heard that three men had been picked up to the south-east of the village.

A Villager's Story.

One villager said that on the night of the typhoon—August 9—he had seen a vessel with a red funnel at anchor just off Angle Island. He went with this man to the actual spot and had the ship's position pointed out to him. The villager continued that he could see the ship's lights in the evening of August 8, but the ship had disappeared by 8 a.m. the next day.

In that vicinity, declared Lieut.-Comdr. Adams, he found 16 groves, a horse, 25 sheep, 11 bodies on the rocks, portions of clothing and wearing apparel.

Replying to Mr. Johnson, witness said he considered the Kwong Sang had gone down to the south of Fuyan Island. He had formed the opinion that the vessel sank to the south of the area of Fuyan and the entrance to Fuying Bay. As he had no data of the Kwong Sang's speed he could not say exactly how she got as far as Fuyan, but he explained that he came through a typhoon about a week later, with a definite three knot current to the south.

Court's Finding.

The two other survivors, Woo Foo Ting, a sailor, and So Kwai Yuen, a cook, gave evidence corroborating the first witness, and the Court subsequently brought in the following finding:—

"We find that the s.s. Kwong Sang, (official number 115883 of Hong Kong) left Shanghai at 4.10 p.m. on August 8, 1931, on a voyage to Hong Kong. That, on the night of August 9, 1931, she ran into a typhoon and, at about 8.30 a.m. on August 10, 1931, sank in the vicinity of Sugar Loaf Island, off Funing Bay, there being only three survivors. The Court would express their sincere sympathy to the relatives of those who lost their lives in this disaster."

TRAFFIC SUMMONS DISMISSED.

EUROPEAN LADY REFUTES
POLICE EVIDENCE.

INSPECTOR'S "UNFORTUNATE MISTAKE."

Piquant verbal exchanges between the defending solicitor and prosecuting police officer marked the hearing yesterday of a summons against Mr. A. L. Shields, chauffeur for obstruction yesterday.

The chauffeur, Tsang Fook, was charged before Mr. Schofield with allowing private car, number 2183, to remain in the main thoroughfare for a longer period than was necessary to enable the passengers to alight or enter. He pleaded not guilty.

Mr. H. J. Armstrong appeared for the defence, while Sub-Inspector Langley prosecuted.

Sub-Inspector Langley said that on August 24 he entered Des Voeux Road Central and saw the car stationary outside the Government Radio Office. He questioned the driver and was told that the person who had been driven in the car had gone into the Radio Office.

Mr. Armstrong (cross-examining):—What were your duties that day, Inspector Langley?—I was on general patrol.

Causing an Obstruction?

Was this car causing an obstruction?—According to the Ordinance it was.

That is not what I ask you. Was this car, in your opinion, causing an obstruction?—Yes.

How long would it be under observation by you?—Four-and-half minutes by my watch.

Where did you stand?—On the opposite side of the road near Whiteaway's, in a passage way.

Would it, you think, have been possible for this car to have left its position outside the Radio Office, been driven away, and to have come back again during these four minutes?—Oh, yes.

Would you have summoned the driver had that been the case? I gather you would not?—No.

Would it surprise you to know that this car was being driven from the Radio Office to the Equitable Eastern Bank and back again?—It would.

Well, that was what happened. Did you ask the driver how long he had been there?—I am not quite sure that I did.

You cannot remember whether you asked him?—I don't remember what I exactly said.

It would be a very reasonable thing to ask him, would it not?—Not necessarily.

Now, you asked him who the owner was, I believe?—Yes.

Did you ask in English or Chinese?—Chinese.

How long have you been in the Colony?—Born here.

Did you ask him if the car belonged to a European, and he understood what you said?—I assume he did from what he said.

Oh, you understand something of what he said?—I understand lots of what he said.

Do you say he said he had been there only a minute?—I would not like to say he did.

Where did you first see this car, from where, motorcycle, car or on foot?—I was walking.

Did you approach Des Voeux Road from Connaught Road Central?—I approached Des Voeux Road by a passage which leads by the back of Whiteaway. Laidlaw's from Queen's Road.

Mrs. Shields' Evidence.

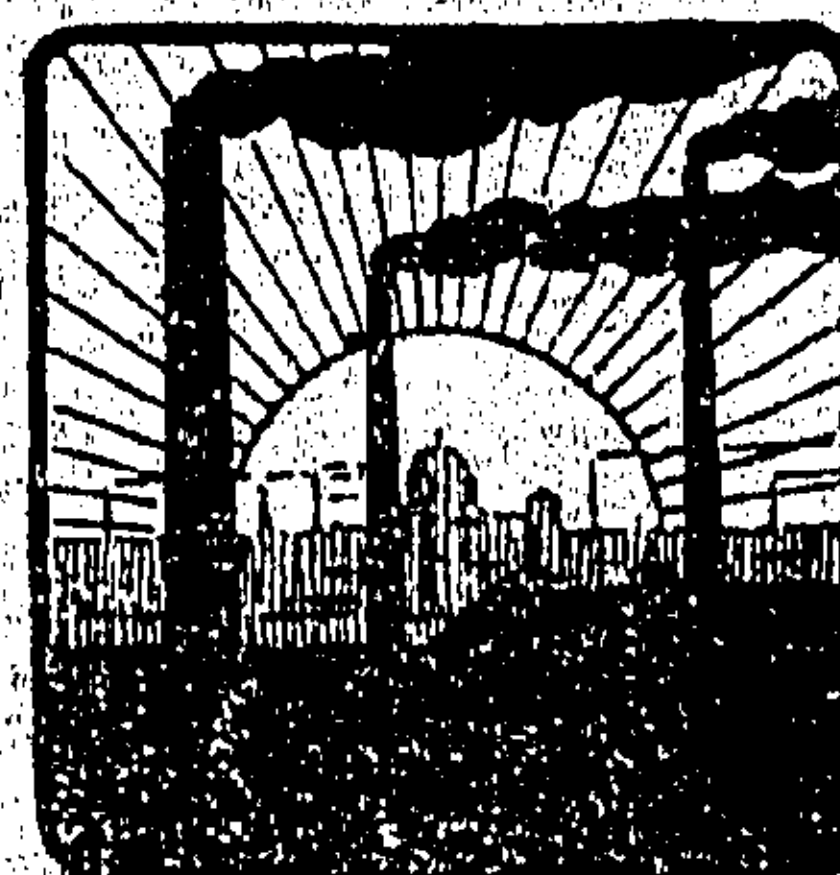
Mrs. A. L. Shields, in the witness-box, said that on the morning in question, about 11 o'clock, her driver fetched her from May Road to drive her to town. He got out. She went into the Radio Office, which was on the ground floor, but after writing out a radiogram, found that it was necessary for her to cash a cheque. The car was waiting outside, and she got into it, and drove to the Equitable Bank where she cashed the cheque. It did not take her more than half-a-minute. She then drove back to the Radio Office and went in. She handed in the radiogram which she had already written out, but, on account of the address, it was not accepted, and she came out almost immediately. There was no sign of the car, and she was presently met by her driver walking up to her and informing her that the Inspector had taken out a summons against him and that the car had been taken round the corner.

Witness—He told me that the Inspector had spoken to him almost immediately on my going into the building.

Asked by Inspector Langley if she claimed to have done all the

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things she said she did within the four-and-a-half minutes he had the car under observation, Mrs. Shields replied:—I am not claiming. I'll say that is exactly what I did.

(Tsang Fook, the driver, corroborated Mrs. Shields' statements, testifying that they went to the Equitable Bank by way of Pedder Street into Queen's Road, and proceeded by way of Wardley Street on their return to the Radio Office.

In the course of his address to the Bench, Mr. Armstrong, said that the Inspector must have made an unfortunate mistake, and must have jumped to a wrong conclusion as to the time the car was stationary outside the Radio Office. He asked that the summons be dismissed.

His Worship thereupon dismissed the summons, finding that no offence had been committed.

CHINESE MOTORIST FINED.

RECKLESS DRIVING ON STUBBS ROAD.

Fines amounting to \$17 were imposed on Mr. J. T. Chung by Mr. Schofield at Central Magistracy yesterday when he (Mr. Chung) answered summonses of reckless driving and failing to give the appropriate signal when stopping.

Complainant in the case was a Mr. Lowe, who stated that as a result of the defendant taking a bend too sharply in Stubbs Road, he (Mr. Lowe) who was driving a combination, was forced on to the bank.

Mr. Chung continued on his way down the road, and Mr. Lowe turned round and gave chase and was for the second time forced to swerve this time into the Stubbs Road Garage, to avoid a collision, when the defendant suddenly stopped his car without any warning.

SPREAD OF CHRISTIANITY IN CHINA.

ADDRESS BY RT. REV. JOHN CURTIS, BISHOP OF CHEKIANG.

HISTORY AND ACHIEVEMENT OF "CHUNG HWA SHENG KUNG HUI."

The Right Rev. John Curtis, Bishop of Chekiang, was the speaker at the Rotary Club yesterday, his subject being, "The (Anglican) Church in China." In the course of his address he gave his hearers an insight into the work and achievement of the *Chung Hwa Sheng Kung Hui*, a branch of the Church in communion with the Anglican Church throughout the World.

The Hon. Mr. W. E. L. Shenton presided and introduced a number of visitors, including Mr. Alfred C. Elkington, of the Lakewood Rotary Club, who presented the local Rotary Club with a souvenir shield from the Lakewood Club.

In introducing Bishop Curtis, Mr. Shenton said that he was an Irishman and was educated at Trinity College. He had been 25 years in China, mostly in Fokien and had served during the War in both Africa and Salonika.

AN AUTONOMOUS CHURCH.

Bishop Curtis, in the course of his address, said that as a member of the Hangchow Rotary Club, he extended to Hong Kong Rotarians both the greetings and the good wishes of that club, and expressed the hope that when Hong Kong Rotarians were at Hangchow they would make a point of calling at their club.

"My subject," said the speaker, "is not exactly 'Anglican Church in China,' but the *Chung Hwa Sheng Kung Hui*, which means a branch of the church in communion with the Anglican Church throughout the world. It was not just the Church of England, but something bigger and different. At the Lambeth Conference last year, for the first time, bishops from China were looked upon as representatives of an autonomous church, and we went there as the representatives directly of the *Chung Hwa Sheng Kung Hui*."

The Bishop said he would like to give his hearers an insight into the general synods of the church which were held once every three years. In the House of Delegates was a young Chinese priest in the chairman's seat. In front of him, seated at tables separated into various dioceses, of which there were eleven or possibly twelve, were the delegates who came from different parts of China, consisting of men and women and some foreigners. An ordinary delegation was made up of eight persons from each diocese, four clergy and four lay people, either men or women, and these people were gathered there to discuss as a responsible body the affairs of the church in China.

Chinese Assistant Bishops.

In another part of the building the bishops of the eleven dioceses gathered and with them were five Chinese assistant bishops. The speaker went on to describe the assistant bishops, stating that three of them were old-time Chinese people, who could not speak English, and very little Mandarin, thus making their usefulness rather localised, while the remaining two were sons of modern China, one of whom at the Lambeth Conference not only criticised from the floor of the House the English of a resolution, but had his point carried.

In the synods, said the speaker, there were three men from the United States, five from England, proper, two from Ireland, which was not England proper (laughter), one Canadian, and five from China. The two houses in their consultations, were an absolutely responsible body, and with them lay the last word in dealing with the church over here in China, and they dealt with doctrine, ritual and order.

Recently they passed among other things, a canon on marriage, which was a series of regulations laying down the law for members of the church in regard to matrimony. They dealt with matters in worship and what sort of prayer book should be used, if at all.

The speaker said they hoped to have a Chinese bishop in charge of the Shanghai diocese very soon, but when they thought the matter over they realised that over \$20,000 would be required; the Chinese members of the diocese were asked to guarantee this sum, and he was glad to say that before the end of the meeting called for the purpose, they had \$21,000 guaranteed by the Chinese. He thought it would be only a matter of time before all the foreign bishops in China died out, and their places filled by Chinese bishops.

First Missionaries in 1100.

Dealing with the history of missionary enterprise in China, the speaker said: We do not go back to the early days of missionary work, as right back in 1100 Catholic priests were preaching the Gospel in Peking. When that was wiped out, they came again in the 15th and 16th centuries, and from that time they have remained, and have never been wiped out. In common with all branches of the Reformed Church, we were a little late off the mark, and it was not until after the treaties were signed in 1840 that we began the work. We had a little connection with Robert Morrison, who translated into Chinese the scriptures which had previously been made by our Catholic predecessors.

The first bishop was appointed by the American Episcopal Church in 1843 and he got into China in 1845, sailing into Amoy which did not suit his purpose, and from where he proceeded to Shanghai. We look upon Shanghai as our first established diocese out here. Developing from that, the American Church Mission has made itself responsible for the work right up to the Yangtze.

Bishop Curtis mentioned that it was not generally known that Bishop Grave, who was still carrying on in Shanghai, was a missionary in China as far back as 1881.

A Bishop was sent to Hong Kong in 1840 and all British missionary work had developed from that. In China, missionary endeavour, like the state of Gaul in ancient days, was divided into three halves. (Laughter.) First of all there were two big divisions, the American and the British. The British part was divided into two halves, or quarters as they might be called. The Society for the Propagation of the Gospel worked principally in North China, while the China Inland Mission, one of the largest of missionary enterprises in China, was mainly concerned with the western provinces.

The Blood of Martyrs.

Continuing his address, the speaker said:—You have got in Hong Kong at the present time four missionaries whose parents were massacred in Fukien Province in 1895. Six children of the Stewart family were left. Five came to China as missionaries and the sixth served in the R.A.M.C. from which he retired a year ago and is now serving as a medical officer in St. Stephen's College, Hong Kong. There you have an example of "The blood of the martyrs is the seed of the Church," and the six surviving children have given their lives in the spread of the same work.

The American Church has done more than anyone else towards modernising China. They have brought modern education, which had been a wonderful factor, and a great contribution towards the whole of China.

In Hong Kong, British missions had done a great deal in the way of school work, and in the up-country districts, we perhaps specialised more in country work, village schools and hospitals.

Concluding, Bishop Curtis said that the up-country missionary hospital was doing a great deal for the China of the future.

As a last personal touch, he said he was the first bishop in China consecrated without any reference to His Grace in Canterbury, and he owed no allegiance to anybody but the church he had spoken of that morning. He thought that it speaking to them it would be worth while to try and make them visualise the work going on in China, carried out by an organisation which was now an autonomous body.

Speaker Thanked.

Prof. L. Forster, in expressing thanks to the speaker, said he was (Continued at foot of next column.)

HONG KONG STOCK MARKET.

YESTERDAY'S TRANSACTIONS.

The market opened on the quiet side yesterday morning, being affected to some extent by the rise in exchange. Buyers, however, are still in the market at slightly lower rates.

Banks were done at \$2,045. Benguet were in request at \$12. Raubs were dealt in at \$41.

Wharves were reported sales at \$164. Docks were in demand at \$30.

Hotels (old) were wanted at \$17. Lands were dealt in at \$30 and \$30.

Wares were done at \$15. 16.33. Star Forties, after sales at \$96, were in demand at the close at \$95.

China Lights were nominal at \$29. Electrics changed hands at \$33.

Cements (combined) were dealt in at \$20.

Watsons changed hands at \$17.40 and \$17.

AFTERNOON TRANSACTIONS.

The market in the afternoon revealed no change.

Hotels (old) were reported to have changed hands at \$19.50 and \$17.

Lands were done at \$30. Electrics were dealt in at \$32.

Wares were listed at \$15. 16.30 nominal.

Cements could have been obtained at \$20.40.

INFRINGEMENT OF TRADE MARK.

CHINESE BOOKSELLER FINDED.

A Chinese, the proprietor of three bookshops on Shanghai Street, was summoned before Mr. J. A. Fraser at the Kowloon Magistracy yesterday by the Commercial Press for selling a series of Chinese textbooks, the copyright of which belonged to the Commercial Press, by applying false description and false trade marks on them.

Mr. H. C. Macnamara appeared for the complainants, while Mr. G. S. High-Jones was for the defence.

At the outset, Mr. Macnamara told his Worship that a settlement had been reached between the parties in which the defendant has agreed to (1) give up all books bearing the label of the Commercial Press or either of the two trade marks which belonged to the Commercial Press; (2) not to submit in injunction or take out a writ at the Supreme Court later against the complainants with regard to these terms; (3) advertise in two Chinese newspapers making an apology for the infringement of the trade mark of the Commercial Press and (4) to pay the complainants a sum of money for part of the cost of the proceedings.

Mr. Macnamara concluded by saying that these were the terms reached by the parties; regarding the question of the penalty for the infringement of trade marks, which he pointed out, was a criminal offence, he would leave it to his Worship's hands.

His Worship imposed a nominal fine of \$10.

'VARSITY CHRISTIAN ASSOCIATION.

MOONLIGHT PARTY TO-MORROW.

The University Christian Association will hold a moonlight party to-morrow night at 7.00 p.m. either at the Pavilion, Pokfulam Road, or at St. Paul's Girls' College. This will be the first moonlight party organised by an association within the University since the beginning of this year.

sure he was expressing the feelings of fellow members when he told the bishop how deeply they appreciated his address, which had been delightfully enlightened by his personality, and wit.

It was a subject which might have been dry in the hands of anyone else; and therefore they were grateful to him for his entertaining address. In such a rapid survey of the history and achievement of the church full justice could not be done to its magnificent effort. After referring to his personal experiences of church work in Yunnan, Foochow and Canton, Prof. Forster said that he felt certain that in the latter years of this century, there would be nothing but praise and thanksgiving from China for the work done by the missionaries.

CANTON'S GESTURE.

UNITED NATION TO FACE NATIONAL CRISIS.

BUT CHIANG KAI SHEK MUST GO.

(From Our Own Correspondent.)

CANTON, Sept. 22.

Developments of a most far-reaching and significant nature are most likely to occur in the political situation in South China. The Canton National Government, which came into existence last May as a result of a political split in Nanking, may be called off in compliance with the repeated and urgent appeals of General Chiang Kai-shek for peace and unity, and in view of the present deplorable happenings in Manchuria brought about by the Japanese armed intervention consequent upon the Nankin case. The number of politicians and men of influence who never approved in the least of a military campaign against Nanking is increasing. While denouncing the dictatorial actions of Chiang Kai-shek, these men all thought that there were better means for achieving their end than to resort to force. The Canton Government will cease to function of its own accord, if Chiang Kai-shek is willing to retire and his Nanking Government reorganised along more democratic lines.

The Canton Government to-day addressed three telegrams in explanation of its changed attitude, one to the people of the nation through the various Kuomintang Councils throughout the country, the Press and some of the high officials of the Nanking régime, including Dr. H. H. Kung, General Chen Ming Shu, Dr. Tsai Yuan Pui, and Mr. Wu Tse Hui; one to General Chang Hsueh Liang, and one to Marshal Chiang Kai-shek.

All these messages were duly signed by the members of the National Council, including Mr. Eugene Chen, Mr. Wang Chiang Wei, Mr. Sun Tsu, Mr. Tang Shao Yi, Mr. Kuo Ying Fun, General Chen Tsai Tong and General Tang Seng Chi. The circular telegram to the people of the nation reads in substance as follows:—

The Manifesto.

"The National Government, ever since its formation, has always endeavoured to unify the country by constructive and democratic means. A greater distribution of power in government has been its keynote. It has been trying to carry out these principles ever since its inception several months ago.

"Recently it was constrained to disband troops to Southern Hunan and the Kiangsi-Kwangtung border for defensive purposes, because Chiang Kai-shek was showing unmistakable signs of invading Kwangtung under the pretence of bandit-Communist suppression. But towards the end of August, Chiang, for some reason or another, sent a representative to Canton with a view to negotiating for peace. This Nanking representative stated, *inter alia*, that it would not be difficult for Chiang Kai-shek to retire and have the dispute settled amicably and satisfactorily.

"The National Government then proposed, as a basis for settlement, the following three terms:— (a) That Chiang Kai-shek is to retire from politics, (b) that the Canton National Government is to be called off, and (c) that a peace conference is to be convened whereby a new National Government, representing China Unified, will be evolved. The whole intention of the Canton National Government has been to do away with all semblance of dictatorship and to bring about a democratic form of government, in fact as well as in name. Aside from this it has no other object.

Troops Withdrawn from Hunan.

"After proposing these three conditions for consideration the Canton National Government, to show its sincerity and good faith, at once gave orders for the withdrawal of its troops from Hunan, pending the proposed settlement by peaceful means. The Canton National Government has been all the more anxious to have its differences with Nanking amicably settled since its receipt several days ago of alarming reports of Japanese military activities in Manchuria. Japanese troops there are doing all sorts of depredations not calculated to inspire confidence. They are inflicting widespread death and destruction upon our innocent citizens in that part of the country. Their actions are provocative and wholly unwarranted and cannot be justified by any means."

(Continued on next column.)

SLIGHT 'QUAKE' IN CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, Sept. 22.

An earthquake occurred in Canton yesterday afternoon at 5.25, lasting approximately 30 seconds. The shock was so slight that pedestrians on the street could hardly feel it, but tenants living on the second floor of houses and above felt it quite distinctly, furniture and window panes being shaken. In Honan the shock was somewhat more severe.

The quake also shook Faishan, some 40 miles away, the degree of severity being about the same as that in Canton. No damage was done, however.

LOCAL WEDDINGS.

ANNOUNCEMENTS MADE AT REGISTRY.

The following marriages are announced to take place shortly:— Mr. William George Harrison, of the Hong Kong Civil Service, to Miss Maud Blanch Muller, who is travelling to Hong Kong by the s.s. Naldera.

Mr. Arthur August Wessel, of 121, Kialat Road, Swatow, to Miss Karoline Oetjen, of Germany, travelling to Hong Kong by the s.s. Main.

Mr. José Maria D'Almada o Castro, of 4, Granville Road, to Miss Elizabeth Catherine Pearson, of 21, Jordan Road, Kowloon.

Mr. Patrick Gock, merchant, residing at 23, Fung Fai Terrace, Hong Kong, to Miss Rose Lee.

"Because of this danger from without, the Canton National Government has resolved not to send a single soldier against Chiang Kai-shek, unless he attacks Kwangtung first. But the National Government is constrained to say something at this time of the sly and deceptive methods often employed by Chiang in his international dealings for the purpose of eliminating his political enemies at home. To keep the people in ignorance of the nature of such Sino-foreign dealings and of the terms that have been agreed upon is justifiable only in certain rare cases when something at stake is involved. The people should at all times be adequately informed of the foreign policies of the nation.

"But Chiang Kai-shek has, ever since he became a dictator, looked upon the finances and the armies of the nation as his own personal possessions. He even looks upon Sino-foreign dealings as his own private affair. Thus, in 1929, when he wanted to eliminate the Second Army Corps, he had the audacity to request the Japanese army of occupation in Tsinan to delay its evacuation. He plunged the country into difficulties with Soviet Russia for similar purposes. All this was done without the people knowing anything about it.

A National Disgrace.

"It is a national disgrace. His actions are so selfish and arbitrary that even his close conferees have no knowledge of them beforehand. Such dictatorial actions deserve condemnation in the highest degree. The Canton National Government, while it does not wish to recall his past faults, does wish to call the attention of the nation to the fact that such a deceptive and selfish policy cannot nowadays be used to divert the attention of the public. It might have been workable in the past in time of intrigue, when one warlord wanted to get rid of another.

"The only way to save China and secure united action against foreign aggression now is for Chiang Kai-shek to retire. Unless he is willing to retire, nothing constructive and beneficial to China can be done. The Canton National Government is not ambitious and is willing to suspend its activities and cease as such for the sake of organizing a new National Government representing unified China. In this hour of national distress the Canton National Government pledges itself, internally, to bring relief to flood victims and strive for the realization of a democratic form of government, and externally, to the preservation and perpetuation of China's territorial integrity and political independence."

The Canton National Government, in its telegram to General Chang Hsueh Liang of Manchuria reiterated its intention to suspend functioning in favour of the formation of a new National Government along the lines suggested above, if Chiang Kai-shek is willing to retire. In its message to Chiang Kai-shek, the Canton National Government demanded his immediate retirement. The whole wire is couched in the strongest terms and is nothing short of a forceful denunciation of his arbitrary and dictatorial actions which are bringing ruin to the country.

The Executive of the Nanking Government has not as yet made any reply to the Canton demands.

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NEW ADVERTISEMENTS

ROYAL HONG KONG YACHT CLUB.
"TREVESA" TROPHY.

THE 16th ANNUAL RACE for SHIPS LIFEBOATS will be sailed TO-DAY, WEDNESDAY, 23rd SEPTEMBER, starting at 4 P.M.

Any Ship of a Company having Offices or responsible Agents in Hong Kong and which is in Port may enter any Number of Boats.

All Entries should be in the Hands of the Hon. Secretary, R.H.K.Y.C., by Noon TO-DAY and competing Boats should be at the Starting Line by 8.30 P.M. Post Entries however will be received.

Course:—Start from CHANNEZ Rocks thence to KOWLOON ROCK (P), Mark off YACHT CLUB (S), Mark Boat off Outer Rock Beacon (P), Finish Across YACHT CLUB Line leaving Mark Boat to Port and continue sailing until Gunfire for Finish.

A Launch will leave QUEEN'S STARVE Pier at 8 P.M. for the convenience of Members and the General Public.

R. J. VERNALL,
Hon. Secretary, R.H.K.Y.C.
Hong Kong, 23rd Sept., 1931. [1214]

HONG KONG AMUSEMENTS, LIMITED.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the Company will be held at the QUEEN'S THEATRE, QUEEN'S ROAD CENTRAL, on WEDNESDAY, 30th SEPTEMBER, 1931, at NOON, for the purposes following, namely:—

- To receive and consider the Annual Statement of Accounts and the Report of the Directors for the Year ended 31st March, 1931.
- To elect retiring Directors and Auditors.
- To sanction the Declaration of a Dividend.
- To transact any other Ordinary Business of the Company.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 30th DAY OF SEPTEMBER, 1931, on 2nd Days inclusive.

By Order of the Board,
CHAS. S. ROSSELET,
Secretary.

[1219]

TENNIS.
CHAMPIONSHIP OF THE COLONY.
LADIES DOUBLES.

ENTRIES for the above Event should be sent to the TENNIS SECRETARY, U.S.R.C., by OCTOBER 1st.

Entries can be made by Letter or on the Usual Entry Form, which can be obtained from Club Secretaries.

All Matches will be played at the U.S.R.C. Dates and Times will be notified to players direct and will be published in the Colony's newspapers.

Play, in the 1st Round, will commence on or about OCTOBER 12th. [1220]

THE HONG KONG & CANTON ICE MANUFACTURING COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Office of the GENERAL MANAGERS, 2, Lower Albert Road, Hong Kong, on FRIDAY, the 27th OCTOBER at 10.45 A.M. for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th SEPTEMBER to the 27th OCTOBER, 1931, Both Days inclusive.

By Order of the Board of Directors,
J. D. THOMSON,
Acting Secretary.

Hong Kong, 19th Sept., 1931. [1221]

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE.

THE Undermentioned Certificate for 100 Old Shares in this Company registered in the Name of Mrs. R. S. ANDREWS has been LOST or DESTROYED; and should this Certificate not be produced to the Company before the 23rd SEPTEMBER 1931, New Certificate for the said Shares will be issued and the Old Certificate No. 416 will be cancelled by this Company as NULL & VOID.

Certificate No. 5161 dated 7th SEPTEMBER 1904 for 100 Shares Nos. 78801/78900.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 24th Aug., 1931. [1220]

ADVERTISEMENTS.

NOTICE.

WE have THIS DAY authorised Mr. H. LIEBMAN to Sign Our Firm EBR PROCURATION.
BRANDT & CO.
Hong Kong, 21st Sept., 1931. [1202]

NOTICE.

MR. HENRY SEIFERT has been appointed Manager of Our CANTON BRANCH as from THIS DAY.
BRANDT & CO.
Hong Kong, 2nd Sept., 1931. [1203]

NOTICE.

A. S. WATSON & CO., LIMITED.
THE Undermentioned Certificate for 50 Shares in this Company, registered in the Name of KWOK SIN HING, has been declared LOST. If at the expiration of One Month from the Date hereof the following Share Certificate is not produced to the Company, namely, Certificate for 50 Shares No. 20,191 to 20,240, A NEW CERTIFICATE for the said shares will be issued by the Company and thereafter NO OTHER will be recognised.

A. S. WATSON & CO., LTD.
Hong Kong, 3rd Sept., 1931. [1147]

NOTICE.

APPLICATIONS are invited from British State-registered NURSES for the Forthcoming Vacancy of DEPUTY ASSISTANT MATRON in the MEDICAL DEPARTMENT of the KAILAN MINING ADMINISTRATION. Applicants should be aged 20 to 35 Years and preferably have had some Experience in Training Probationers, and in all Branches of General Nursing. Details of Emoluments may be had on Application to the PRINCIPAL MEDICAL OFFICER, c/o THE KAILAN MINING ADMINISTRATION, BARR HOSPITAL, TONGSHAN, HOPEI, NORTH CHINA. [1201]

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"ROSE VIERGE"

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THE HONGKONG DISPENSARY.

DIRT IS MOSTLY DUST
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It sticks to the skin, closes the pores and brings infection. In washing the skin, it is not enough to dissolve the grease and remove the dirt. You must disinfect, especially on the face, the places where the dirt has lain.

WRIGHT'S COAL TAR SOAP not only removes dirt but is, itself, an active disinfectant.

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COAL TAR SOAP

[A.P.B. 3]

IN MEMORIAM.

In loving memory of FRANK SUMMERS who was killed in action at Ypres, Flanders, on September 23, 1917. R.I.P.

Editorial and Business Offices: 11, Ice House Street. Tel. 30231.
Night Editor (Wanchai Office): Tel. 24311.
London Office: 23, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, SEPTEMBER 23, 1931.

ECONOMIC SANITY NEEDED.

The world is receiving a rough and drastic lesson in the fundamental laws of economics. The principles involved are not vastly complex, but their comprehension involves some degree of broad and unselfish thinking in place of the cowardice, fear and stupidity that cloud the minds of modern democracies and their political leaders. As long ago as the eighteenth century, the nations of Europe saw that internal custom barriers were bad for trade. In the nineteenth century educated opinion in Great Britain realised that enlightened self-interest was served by investing heavily abroad, by concentrating at home upon industries most suited to our climate and resources, and by encouraging a big stream of imports. Had other nations followed this lead each would have found its place in the sun; consumption would have kept pace with production; the standard of living would have risen the world over, and the national rivalries that resulted in the Great War, and all that has followed, would have been averted. There is, in fact, truth in Cobden's saying that "Free Trade is the Law of God." While Britain pursued her Free Trade policy, other nations built up industries behind tariff walls and a period of intensive competition was started. England, moreover, sacrificed her agriculture to Free Trade, and the fact that wealthy and dominating Great Britain was dependent upon ships for her food gave an inevitable impetus to militarist policy on the part of rivals, to which she was not slow to respond. This phenomenon of Great Britain's strategic weakness, in this respect has profoundly influenced the course of modern history. It has prevented the nations of the world from allowing trade to flow in natural channels, and, in place, has set up

a false ideal of "self-sufficiency." France, for example, protects her corn, and, in consequence, bread in Paris costs far more than if wheat were bought from Canada or America, where agricultural machinery can be used to full effect. On the other hand, vetoes and savage tariffs have cut down export of the wholesome and delicious wines of France, and have prevented a development of the vineyards of Bordeaux, Burgundy and Champagne that would redound to the pleasure and health of mankind. But France, very rightly, will not sacrifice her corn-fields while battleships ("pocket" and super-size), submarines and aircraft carriers roam the sea. The vicious process can be traced in every direction. Great Britain and America could probably supply the world with luxury and cheaper motor vehicles, but countries without either iron mines or an engineering tradition are building up unwanted industries behind tariff walls.

At a time when production calls for mighty rivers of trade throughout the world, the natural streams have been dammed by petty nationalism and strategic alarms. The staple products of the modern world, from wheat to rubber, are the despair of their producers, when, all the time, humanity is ready to take up limitless quantities. But every nation wants to produce a little of everything, when commonsense cries aloud for division of labour.

Based on this principle of "self-sufficiency," there has been an artificial concentration of gold, the lubricant of trade, in a few centres to the detriment of the free play of trade. Great Britain has not, we believe, helped the world situation either by adherence to Free Trade or by the reversion to gold standard, which has now been suspended. Foreign nations have been encouraged to dump their goods on us, and, instead of accepting ours in exchange, have milked us of gold and foreign securities. As long as this game could be played tariffs and gold grabbing were encouraged. Now the latter has been stopped, as far as Britain is concerned, and a few tariffs may convince the world that when all parties play that particular game it is time to call a halt. It would be physically possible for Great Britain to produce a very large portion of her food, and a system of tariffs, with preferential treatment for our own Dominions, might sharpen the wits and stir the world-sense of Middle West farmers and Chicago pork packers. France has already provided comic relief in this hour of tragic crisis by expressing solemn disapproval of British tariffs, and we believe that the only way to end this economic madness of the nations is for Great Britain to remove, by herself, falling into line, one of the few sources from which profit is derived.

THE NEW FASHION.

The new mode in women's clothing, characterized by naive historical inaccuracies that with equanimity describe a given hat as "Empress Eugénie," "1880" and "First Empire"—all three, when in fact it is not even any one of these—of a sudden has thrust itself into the scene. And women, apathetic to the historical truth of their attire, but mightily concerned with its looks, are in a great-to-do acquiring hats that aspire with widely varying success to achieve a saucy downward tilt over the right eye.

It is all very thrilling, indeed—for women. Men, for a considerable part, are engaged in their traditional rôle of again inveighing futilely against this strange tide of new feminine apparel. To them it ever has been inexplicable that otherwise generally intelligent creatures should unconsciously—nay, even gladdomely—heed the whims and dictates of couturiers in Paris. For men do not do such things—at least, so hurriedly. So far as clothing is concerned, they adhere tenaciously to the things that are, re-

sisting innovations and regarding with suspicion and dismay those few of their fellows who have the courage occasionally to essay some minor sartorial mutation.

If, thus we examine the three decades since the turn of the century, we find that women's clothes in that time have undergone perhaps a dozen radical and inconsequential revision, while those of men have followed a very slow, logical evolution: wider and longer trousers; longer and easier coats; shorter and more gentle collars; soft hats to compete with bowlers. These changes are slight, and of a magnitude not remotely comparable to those in women's attire; and if the men of 1931 appear considerably different in appearance from those of 1900, it is not because their garb has been greatly altered, but preponderantly because it was in the intervening period that the safety razor was popularized.

In fact, when one considers how rigorously men stick to their slacks, coats, and sometimes even vests also, in the warmest weather, the question is apposite whether men or women are the more servile "slaves of fashion"—men to the fixity of their modes, women to the transiency of theirs.

ALLEGED ARMED ROBBERS.

A FRUSTRATED RAID.

At Central Magistracy yesterday, Cheung Leung, Yip Po and another not in custody, were charged before Mr. W. Schofield with assaulting K. H. married woman, at 12, Catchick Street, on September 13, with intent to rob her. The first defendant was represented by Mr. H. Grace Lo, who returned a plea of not guilty, while Detective-Sergeant Meadows conducted the case for the Police.

Outlining the case, Sergeant Meadows said that the house where the alleged robbery was supposed to have taken place consisted of three cubicles and a front room. It was occupied by the complainant, her husband, and another married couple, but unfortunately the last two had since disappeared and could not be called.

About 2 p.m. on September 13, complainant was asleep in her cubicle when she was awakened by somebody calling for her husband. She got up and saw a man sitting on a bed opposite hers while two other men were outside. The former had a short conversation with her regarding her husband and threatened her. At the same time, the men who were outside came in and the frightened woman began to shout "save life." The men took flight and bolted in different directions but after leading a police constable on a long chase, the first defendant was arrested in Hill Street. When charged he said he never intended to commit any robbery. His friend said he was going to collect some money and asked him to go along with him.

Continuing, the officer said the second man was arrested in Yau-mat on September 17, upon information received, and when charged, he admitted the crime and added that he had nothing to say.

After the complainant had given corroborative evidence, hearing was adjourned.

★ Local Notes and Events ★

"Mickey's Melody Makers," the deservedly-popular local dance orchestra, are to play at the Lane, Crawford's tea dances on Wednesday and Sunday.

The tenth annual general meeting of the Hong Kong Amusements, Ltd., will be held at the Queen's Theatre on Wednesday, September 30, at noon.

The Commissioner of Chinese Customs advises that the offices and stations for Kowloon and District will be closed to public business to-morrow, which is a customs holiday.

A report made at the Yau-mat Police Station yesterday is to the effect that Chan King Fu, the manager of the Yau-mat branch of the National and Commercial Savings Bank, has absconded with \$15,000 of the bank's money. Chan has been missing since Sunday.

A Hungarian, B. Vaiscil, appeared before Mr. Williams at the Central Police Court yesterday, after having given himself up to the authorities as a deserter. The man stated that he had stowed away from Shanghai by the "ss. Sphinx." His worship made an order for his commitment to the House of Detention.

★ News and Views ★

Tale of the Day.

She was always trying out her French on table companions. When a gallant asked her if she took sugar, she said, "Oui." "What do you mean by 'oui'?" he asked. "O, u and I," said the actress.

Unscathed Ensign of R.101.

Nearly a year ago the R.101 crashed in France, and her ensign flew, untouched by fire, over its smouldering wreckage. Now that ensign is to be deposited for safe-keeping in Cardington Church, and a tablet, presented by the staff of the Royal Airship Works, will be unveiled at a service to be held when the ensign is received into the church.

Australian Apples.

In 1922 250,000 lb. of Australian apples were shipped to England. The cause of this was discovered to be the weather. The crop was shipped in a time of unusual calm, and so sufficient ventilation had not been provided on the ships. The apples were discovered to have been literally suffocated, and so the natural history of fruit storage was evolved. By using carbon dioxide, apples during shipment are now transferred to a sort of H. G. Wells' world, in which all life is slowed down. Kent farmers are taking to these methods, and, by this means, last year added £50,000 to their takings.

Licences for Alien Boxers.

Professional boxers from foreign countries in future will not be able to fight in Great Britain without any restrictions. A resolution passed by the administrative stewards of the British Boxing Board of Control makes it necessary that an alien boxer, before appearing in Great Britain, must first take out licence of the B.B.B.C., the licence to be exactly similar to those issued to boxers in Great Britain. The Board of Control state that the fact that all British boxers when appearing in foreign rings are charged fees for licences determine the Stewards in this action, and ask for the assistance of licence promoters and boxers' agents in this matter.

Experience Will Decide.

Sir Gerald du Maurier has at last been converted to Sunday Opening of Theatres. His conversion took place through practical observation of how crowded Sunday cinemas are; a fact, one might have thought, that a manager of his position might have known before. Sir Gerald wished to see "The Smiling Lieutenant" on a Sunday. He, therefore had a Carlton Theatre rung up, without result. He got through to his Club, and a boy was sent to wait till the box-office opened. Sir Gerald turned up in time to take the boy's place in the queue, but when he arrived at the box-office he found that there were no seats left, not even for so distinguished an actor-manager. So he made a pilgrimage. He went to five cinemas, and at each he discovered the same story. And now Sir Gerald is at last in favour of Sunday Theatres.

Another Fish Story.

A man took a fish-ship and had painted on it the sign, "Fresh fish sold here." His first customer said, "Why do you say 'fresh' fish sold here? Surely you wouldn't sell it if it were not fresh." Out came the word "fresh." Next day a man said, "Why do you say 'fresh' fish sold here? You're not selling it anywhere else, are you?" Out came the word "here." On the third day the fishman was asked why he said "fresh." "Surely you're not giving it away," Out came "sold." Finally, a man came along, saying, "Do you really need that word 'fish' up there? Good heavens, you can smell it a mile away." It is suggested that this is really the wry sub-editor's work.

Humour in Business.

Mr. Holbrook Jackson, lecturing on humour and philosophy in business, contended that English people were particularly proud of their sense of humour. "If you told an Englishman that he was not a philosopher, he would agree with you. If you told him that he was not a gentleman he would probably smile, but if you told him that he had not a sense of humour he would become as enraged as a prima donna who could not get all the limelight. 'I am inclined to think that the loss of a sense of humour is one of the punishments of success, and at listening to speeches by successful men I am sure that this is true.' I have noticed, too, that those who are loudest in their praise of a sense of humour are often those who lack it."

More Ambiguous Testimonials.

When an Indian servant receives a "chit" or testimonial it is taken to the translator in the bazaar to learn the character his employer has given him. If it is unfavourable, of course it is never shown when fresh employment is sought. But one "chit" is known to have beaten the translator. The testimonial praised the servant's intelligence, industry, willingness, and other good qualities, but the last sentence the expert could not understand, and, since the rest of the "chit" was so laudatory, he assumed that the word which he could not understand also signified a praiseworthy accomplishment. The last sentence ran: "and at petty larceny he is unrivalled."

Again.

Then there is the famous one, which is worth recalling. This is the testimonial given to the Egyptian cook, "Ahmed Mohamed" was in my service as cook for one month. It seemed much longer. He left for reasons of health. But the one which commends itself to one's sense of humour most is the judgment of a Professor at a Welsh University on a literary composition sent in for an Eisteddfod. One effort from a local celebrity was particularly bad, and it was difficult to know how to criticise it without hurting the author's feelings. The Professor, with the quaintness of tact, wrote across it in bold red ink, "Good is not the word for it."

From the Files.

Looking Back 25 Years.

The annual general meeting of the Civil Service Cricket Club was held at the Club's matches yesterday evening. The Hon. W. Channing presided over a well-attended meeting. In his opening remarks the Chairman congratulated the Club on its financial position considering the increased rate of the dollar, and on its membership list which showed an increase of seventeen for the year. The following officers were elected for the ensuing year: Captain: Mr. H. T. Jackson, Secretary: Mr. E. W. Dawson, Treasurer: Mr. J. A. Whelan, Vice-Captain: Mr. F. Biddis, Captain "H" team: Mr. H. W. Kelly, Committee: Messrs. P. T. Lambie, P. R. Adams, W. Parkinson, E. O. Stedman, L. E. Brett, M. McIver, G. Hoggarth, and W. Gust. A hearty vote of thanks was recorded Messrs. L. E. Brett and A. Carter, the secretary and treasurer for last year, for the able manner in which they had carried out their respective duties, and the meeting closed with a vote of thanks to the chair, carried with acclamation.—*Hong Kong Daily Press*, September 23, 1906.

Looking Back 50 Years.

It is with much satisfaction we note, by the last few files of Australian papers received, a resolution on the part of the authorities there to punish severely the assaults on Chinese by ill-disposed persons. Just as in California the Chinese have been the butts and victims of the detestable hoodlum class, so in the Australian colonies the Celestials have been persecuted by the lawless there. Happily, there can be no comparison in the treatment received by the Chinese in the two countries, for whereas they have been foully massacred in cold blood several times and frequently seriously wounded in California, in Australia they are subjected more to cruel practical jokes, peltings with stones, and occasional beatings. Still it is abominable that pitiful, law-abiding Chinamen cannot in a free country go about their avocations without being exposed to the gibes, insults, and blows of a set of lawless young ruffians who are an unmitigated curse to their country. Too idle to work themselves, they have to see others enjoying the fruits of their industry and toil, and try to prevent them gaining an honest livelihood. For such a class the last in the best instructor.—*Hong Kong Daily Press*, September 23, 1931.

CHANGES IN GOVERNMENT PERSONNEL SUGGESTED.

PLACE FOR MR. HENDERSON TO BE FOUND IN PRESENT MINISTRY?

CONSERVATIVES FAVOUR EARLY APPEAL TO COUNTRY.

[REUTER AND BRITISH WIRELESS.]

London, September 21. Following the passage of the Gold Standard Suspension Bill a possibility has arisen, according to newspapers, of changes in the Government, which will result in a greater measure of National unity.

It is stated there have been negotiations between Mr. Ramsay MacDonald and Mr. Arthur Henderson with regard to the inclusion of Labour Opposition in the National Government. It is suggested that if the Government will consent to modify the reduction of the unemployment benefit, Labour members will be prepared to co-operate fully in the work of the National Government, which, in that case, would remain in office for two years. Places in the Ministry being found for Mr. Henderson and other Labour ex-Ministers. It is also suggested that the increased cost of unemployment might be met by means of a Tariff.

On the other hand it is stated that it is felt in Ministerial quarters that such a plan is impracticable and the fact that unemployment benefit is excluded from the concessions, announced by the Premier yesterday, is believed to have disposed of the idea. Meanwhile, there was a meeting of Conservative back benches last night and it is reported they strongly favoured an early appeal to the country by the National Government, under Mr. MacDonald, on the tariff issue.

A memorial, signed by a score of Liberal members of Parliament, is being sent to the Premier assuring him of their general support of the Government in any steps which may be essential for dealing with the present emergency. The document, however, does not mention tariffs, but some of the signatories interpret it as a pledge to support a tariff policy.

GOVERNMENT'S FIRST ACTION UNDER GOLD ACT.

London, Sept. 22.

The first Government action under the Gold Act is to issue an order that the purchase of foreign exchange or the transfer of funds therefor by British and other residents in the United Kingdom is prohibited, except for normal trading requirements or contracts existing before Sept. 21, or for reasonable travelling and other personal purposes.

Although the Stock Exchange is still closed, Throgmorton Street was again crowded this morning. There was a different spirit from yesterday. However, when no business was done and the members of the Stock Exchange had been told, unofficially, that the committee had no objection in dealing outside the Exchange, there was an active street market from 10 a.m.

London 'Change Reopens To-day.

London, Sept. 22. The Stock Exchange reopens to-morrow.

Normal Banking Business.

Rugby, Sept. 22.

The first day since the Government decided on the temporary suspension of the gold standard passed yesterday without incident, and to-day banking business all over Britain is proceeding on normal lines, there being no sign whatever of public nervousness.

Stock exchanges in London and provincial cities were again closed to-day as a defensive action to prevent further selling of securities by foreigners.

It is understood that the situation will be reviewed by the authorities to-day, when the question of the date on which the exchanges will be opened will be considered. Much satisfaction is expressed in newspapers at the calmness with which Britain's decision was received abroad, and with the sympathy extended to Britain's difficulties in all overseas financial centres.

Berlin, Sept. 22.

All Stock Exchanges and metal bourses will be closed to-day and to-morrow.

Batavia, Sept. 22.

The Stock Exchange closed to-day.

STERLING LOWER.

New York, Sept. 22.

Sterling is slightly lower and is quoted nominally at \$4.41, representing a drop of twenty-one cents.

Paris, Sept. 22.

Sterling closed at 104.

Africa to Remain on Gold Standard.

Paris, Sept. 22.

The Treasury announces its intention to maintain the gold standard.

PRIME MINISTER INDISPOSED.

ORDERED FEW DAYS' REST IN COUNTRY.

[THROUGH REUTER'S AGENCY.]

London, Sept. 22. Mr. Ramsay MacDonald is suffering from overstrain and has been ordered a few days' rest in the country.

DEMPSEY GRANTED DIVORCE.

[REUTER'S AMERICAN SERVICE.]

Reno, Nevada, Sept. 21. Jack Dempsey has been granted a divorce from Estelle Taylor.

ANOTHER 'QUAKE AT HAWKES BAY.

NO CASUALTIES.

[THROUGH REUTER'S AGENCY.]

Wellington, Sept. 21. A prolonged earthquake, apparently centred in Hawkes Bay, was felt at 1.10 a.m. in both islands.

A message from Auckland to Christchurch states that sleepers in many centres were awakened, and that articles were hurled from shelves in Napier.

TRANS-ATLANTIC FLIGHT FAILS.

GERMAN AVIATORS PICKED UP AT SEA.

[THROUGH REUTER'S AGENCY.]

Halifax, Sept. 21. The Norwegian steamer Belmoira picked up the German airman, Remy, and Johannsen, and the Portuguese Vierge 30 miles off Cape Pine, Newfoundland after sighting the wreckage of their machine.

The airman left Lisbon on Sept. 13 and attempted to fly non-stop to New York. No news was received from them and hope for their safety was abandoned.

to countries depending upon London as to ourselves and, notwithstanding the risk of temporary dislocation of the machinery of international credit, he hoped sterling would continue to serve as the medium of international trade. He saw no reason why sterling should depreciate to a substantial extent or for any great length of time, provided our finances were administered with proper care.

No Need to "Print Paper."

Concluding on a note of firm confidence, the Chancellor of the Exchequer emphasised, "There is no need to print paper. We can face the position with calmness. Our inherent strength will pull us through the temporary difficulties."

Mr. Arthur Henderson agreed that there was no need for panic, and assured Government that the Labour Party would do their utmost to avoid doing anything calculated to produce a panic at home or abroad.

Not More Than Ten Per Cent Out.

London, Sept. 21. In the House of Commons the Premier announced to-day that in order to avoid hardships, the reductions in the pay of teachers and the defence services will be no more than 10 per cent, except in the higher ranks of commissioned officers of the defence services. The Premier added that the balance of the Budget would be maintained.

Protecting Sterling.

New York, Sept. 21. With a view to stopping the practice which very largely contributed to the hammering of sterling last week, the Governing Committee of the Stock Exchange has resolved in consequence of the serious emergency to forbid short selling.

While banking circles maintain that concerted action to support the market is unnecessary, it is understood that professional operators are prepared to co-operate in keeping trade steady.

The Stock Exchange opened with a general slump. Principal issues falling one to five points with one notable exception, United States Steel advancing a quarter.

Amsterdam Stock Exchange.

Amsterdam, Sept. 21. The Stock Exchange is to re-open to-day (September 22).

MR. P. SNOWDEN'S BROADCAST SPEECH.

BRITAIN WILL EMERGE STRONGER THAN EVER.

[THROUGH REUTER'S AGENCY.]

London, Sept. 21.

While Mr. Ramsay MacDonald found time to make a speech in connection with the Faraday Centenary, Mr. Snowden, through a microphone installed at No. 11 Downing Street told British listeners in a broadcast speech that the economic fray with cheerfulness for sterling would not not go the way of the mark or franc.

The British Budget was now the most securely balanced budget in the world, and there was no longer any risk of internal inflation, and though the value of sterling might fall in terms of foreign currency, we could feel assured that the extent of the fall would be limited. The result would likely be that we would have to pay higher for things we buy from abroad. Imported foodstuffs and raw materials enter so largely into the articles we consume that we must expect to see, over the next few months, some rise in the cost of imported goods, but the rise was not likely to be very large. So far as the great mass of the people were concerned that really is the worst we have now to fear.

Avoid Panic.

"I want to say, most emphatically, there is not the slightest cause for the least anxiety about the money you have placed in banks or savings banks. It is perfectly safe. Avoid panic, for panic can spread without reason and with serious consequences."

Government has made exhaustive enquiries to-day, and we find we are well stocked in the country with supplies of all essentials of life.

WEATHER REPORT.

The weather report, forecast and remarks issued by the Royal Observatory, Hong Kong, at 5.30 p.m. yesterday, states:—

The anticyclone appears to be moving eastward and is now central over the Sea of Japan. The typhoon is less than 100 miles to the south of the Southern Point of Formosa, moving N.N.W.

Local forecast:—Northerly winds, moderate, fine to cloudy.

Typhoon Warnings.

The following telegrams have been received by the American Consul-General, Hong Kong, from the Manila Observatory yesterday:—

Manila, Sept. 21, 9.15 p.m.—Cyclone or typhoon W. of Aparri, moving N.W. or N.N.W.

Manila, Sept. 22, 10.15 a.m.—Typhoon in about 121 deg. Long. E. 19 deg. Lat. N., moving N.N.W.

Manila, Sept. 22, 2.55 p.m.—Typhoon in about 121 deg. Long. E. and 20 deg. Lat. N., moving N.N.W.

life. There is not the least danger of a shortage of food or anything else. There is not the smallest justification for any rise of prices at present. The crisis is far more due to the troubles of other countries than our own.

Britain had a financial banking system the strength and soundness of which was above suspicion. No one, anywhere in the world, had the slightest fear in the leading British banks being unable to meet their obligations fully, but that was not true of all banks abroad, were bank failures were common occurrences. The foreign banks, fearful of their own position, had been removing money they had deposited in London.

Cool Heads and Steady Nerves.

"Let's keep cool heads and steady nerves. Any man who attempts to profiteer commits a particularly contemptible crime, which will be sharply dealt with. Sterling is not going to get out of hand. We still have large resources which can be employed to check an excessive fall. The pound may remain a little while below level, but it will later recover, and anyone trying to sell pounds for foreign currency will probably find he will lose on the transaction. We will anticipate no serious developments, but Government is determined to leave nothing to chance. We are prepared for every possible contingency, and Britain will emerge from the crisis, as she has emerged from graver emergencies, stronger and more prosperous than before."

BRITAIN FAVOURS SILVER CONFERENCE

RESOLUTION PASSED BY CHINA ASSOCIATION.

[THROUGH REUTER'S AGENCY.]

London, Sept. 22.

Sir Robert Horne addressing a meeting of the China Association to recommend an investigation into the silver problem, at which Mr. Amery was among the many prominent people present, said times were propitious for a conference on silver.

He believed that President Hoover would be willing to call such a conference if he received evidence his invitation would be welcomed. The China Association passed a resolution in favour of the monetization of silver and an international conference.

FRENCH PREMIER TO VISIT U.S.A.

INVITATION FROM PRES. HOOVER.

[THROUGH REUTER'S AGENCY.]

Paris, Sept. 21. President Hoover, through the American Ambassador, has officially invited M. Laval to go to Washington.

It is understood that M. Laval intends to accept the invitation and after his visit this week to Berlin, will sail for the United States.

INDIGNATION IN CANTON. RUN ON JAPANESE BANKS.

(From Our Own Correspondent.)

Canton, Sept. 22. As a result of the Mukden incident, anti-Japanese agitation of a most serious nature is going on in Canton. Indignation is running high, and the people, especially the educated classes, are very much excited. Under the direction of the Canton Kuomintang, a mass anti-Japanese demonstration will be held to-morrow morning in the headquarters of the Provincial Kuomintang. Among other things, a boycott against all Japanese goods will be carried out as an indication of patriotic expression. Lecture corps will be organized to tell the people of the so-called "diabolical" designs of the Japanese Government in its present invasion of Manchuria and pamphlets will be distributed.

Numerous merchants in Canton, who had dealings with the Japanese, have already cancelled their orders from Japan and a "run" was started on the Japanese banks in Canton. The people everywhere talk of nothing but the Mukden incident and far-reaching consequences are bound to result.

The Ministry of Foreign Affairs of the Canton National Government is about to issue a manifesto to the foreign Powers in regard to the affair. At the same time a strong protest will be sent to the Japanese Government, denouncing its "provocative and wholly unwarranted" military actions in Manchuria. The matter will also be reported to the League of Nations with a view to securing justice.

SIBERIAN MAILS.

STATEMENT BY POSTMASTER-GENERAL.

The following statement was made by the Postmaster-General (Mr. E. W. Hamilton) yesterday in connection with trans-Siberian mails generally:—

"I called to the Postal Commissioner in Shanghai yesterday and he replied last night stating that he did not anticipate any delay in mails and requested me to continue despatching the Siberian mail as usual, that is, to Shanghai, pending further advice from him."

Mr. Hamilton explained that people had been inquiring during the day as to the safety of forwarding mails via Siberia. "Business people must decide for themselves how they should despatch their letters," said Mr. Hamilton.

"If Shanghai is unable to forward the mails, the Postmaster-General will make endeavour to forward it by other available channels, as occurred, *mutatis mutandis*, two years ago."

Regarding the statement that an express train had been blown up, Mr. Hamilton said, "That must be Friday's train. It was blown up on the 18th but that does not mean that the mails were destroyed. There are only two mails that could possibly have been affected and they are the mail which left by the Heian Maru on the 7th and that by the Menasha which sailed from Hong Kong on the 8th. Trains have already been sent off after the mails."

MANCHURIAN INCIDENT DISCUSSED BY LEAGUE.

MILITARY ATTACHES TO ENQUIRE INTO SITUATION?

CHIANG KAI SHEK: "I WILL FALL WITH OTHER PATRIOTS."

[THROUGH REUTER'S AGENCY.]

NANKING, September 22.

Chiang Kai Shek addressing a mass meeting of Kuomintang members to-day declared, *inter alia*, "For the moment we wait the judgment of the world and must suppress indignation and remain calm, but if the League of Nations and signatories to the Kellogg Pact fail to uphold justice the National Government is prepared for a final and supreme struggle."

"I shall lead the army to fight for the preservation of our race and uphold the dignity of our people. I shall go to the front and, if need be, fall with other patriots."

Japanese women and children are evacuating Nanking to-morrow at 11 a.m. The Japanese Consul is requesting due protection for them when they are embarking.

COUNCIL UNABLE TO AGREE.

GENEVA, September 22.

The Council discussed the Sino-Japanese incident for two hours during which the Chinese and Japanese delegates made conflicting statements.

Lord Cecil said that it was vitally important that every country should avoid such incidents and warmly appealed to China and Japan to avoid them. He said the Council had not been informed in regard to the origin and extent of the incident, and that troops should withdraw to their original positions in order not to aggravate the position. He alluded to international instruments in which the United States were interested, quoting the Kellogg Pact and the Pacific Treaty. He concluded by suggesting that minutes of the Council sitting should be communicated to the United States.

The Japanese member suggested direct Sino-Japanese negotiations for the settlement of the incident.

The Council then adjourned privately for a quarter of an hour. After half an hour's suspension the Council resumed. The President announced that the private deliberations had not yet enabled him to submit a resolution on the subject of Manchuria. The Council is re-meeting at 3.30 p.m.

It is believed the Council will recommend the despatch of Military Attachés to enquire into the situation created by the Japanese action.

CABINET SQUABBLE OVER MANCHURIA.

Tokyo, Sept. 22.

It is understood that there was a heated discussion between Baron Shidehara and the War Minister, Mr. Minami, at the Cabinet Conference on the question of the sending of reinforcements to Manchuria; Baron Shidehara contending that this action would appear to be unduly war-like, whereas the War Minister urged the necessity of reinforcing the Kwantung Army lest they be overwhelmed by a force numerically superior.

For the purpose of avoiding foreign misunderstanding the War Minister has intimated that he is instructing the Commander of the Kwantung Army to arrange for Municipal administration, co-operating with Chinese, in all the occupied towns, instead of enforcing a military administration.

Fall of Kirin.

A message from Changchun states that Japanese troops occupied Kirin City without opposition at 8.50 p.m. on Monday.

The South Manchurian Railway has provisionally taken over the administration of the Changchun-Kirin Railway.

All Japanese are taking refuge in the police station attached to the Japanese Consulate in Kirin.

Unfounded Report.

[THROUGH REUTER'S AGENCY.]

Tokyo, Sept. 22. A report of fresh fighting round Mukden, at Peitaiyung, is shown to be unfounded.

It was apparently due to a report that the Chinese were attacking Luntaiyung suburb to the east of Mukden, upon which a Japanese detachment hurried to the scene and found all quiet.

Feeling Becoming Intense.

NANKING, Sept. 22. In connection with Manchuria the feeling is daily growing more intense here. Huge mass meetings were held to-day in the National University when heated speeches were delivered. It is becoming apparent that the feeling of the masses and troops is being so worked up that the hands of the Government may be forced, and it is believed that Hu Han Min may be asked to rejoin the Government in the interests of the country. It is believed he will likely accept the offer if made.

No More Troops for Manchuria.

Tokyo, Sept. 22. Although giving no *facta* recognition to yesterday's unauthorized despatch of troops from Korea to Mukden the Cabinet has decided to send no further reinforcements.

an order to recall a detachment of fifty was sent to Chientao, yesterday, for protective purposes after learning of the rioting at Lungtien, or to authorize troops movements north of Changchun.

In response to a request by the Japanese Consul at Harbin it is reported that military officials at Changchun have decided to send troops to protect Japanese residents, but the War Office denies that any have been sent to Harbin.

It seems probable, however, that the local military officers have acted on their own responsibility, as Mukden and Dairen both report troops have already started.

JAPANESE GUNBOATS AT HANKOW.

GUNS TRAINED ON WUCHANG. (Wah Tse Yat Pao.)

HANKOW, Sept. 22.

Six Japanese gunboats unexpectedly put in an appearance at Hankow yesterday. They are concentrating in mid-stream and have their guns trained on the city of Wuchang. Their action is arousing considerable consternation and uneasiness in the local community.

Actuated by patriotic feeling, the Chinese students in Japan intend to go on strike and return home. Eight of them who are taking a military course there are leaving for China.

Kirin-Changchun Railway. With the Kirin-Changchun Railway and the City of Kirin placed under their full control, the Kwantung military authorities have been empowered to carry out surveying work over the long-planned railway between Kirin, the capital of Kirin Province, and Huijing, situated at the Tuman River on the Korean side.

It will be remembered that Japan has tried several times to force the Manchuria Government to give her a concession for the construction of this line but without avail.

Anti-Japanese Boycott in Tientsin. Tientsin, Sept. 22. A voluntary boycott against Japanese goods on the part of Chinese merchants has been started here. The movement is proceeding quite orderly and peacefully without picket agitation or other forms of violence.

MALAYAN CHINESE SOCCER TEAM.

MATCHES WITH LOCAL TEAMS ARRANGED.

The Malayan Chinese Soccer Team is due to arrive here tomorrow on board the P. & O. Kashmir, and it is announced that the visitors will meet some local teams, before leaving for Nanking, to attend the National Athletic Meet. The following is a rough programme, which is subject to alteration:—

Friday.—1 p.m., tiffin (at Chinese Athletic); 3 p.m., sight-seeing round the island; 7 p.m., dinner (given by South China A.A.).

Saturday.—Malayan Chinese v. Colony.

Sunday.—Malayan Chinese v. Services; 10 p.m., dinner at Tung Yat Hotel.

Tuesday.—Colony v. Hong Kong Chinese, selected.

Wednesday.—Malayan Chinese depart for Canton.

The visitors are a fairly strong team and local fans should witness some interesting and spectacular football in the forthcoming matches.

LOCAL FOOTBALL.

UNIVERSITY v. SOUTH CHINA B.

The University will meet South China B. in a friendly football match to-day at 4.45 p.m., at Carole Hill. The following will represent the former team:—Ow Yang, Hong Chien, N. Yargasof, Y. K. Ng, S. Reed, S. L. Wong, H. T. Dec, T. Y. Ong, C. Candah, K. M. Ho, P. P. Kho, and H. T. Woo.

HOME FOOTBALL.

ENGLISH LEAGUE MATCH RESULTS.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 21. The following were the results of football matches played to-day in the English League:—

Division I.	
Blackburn	5 Blackpool
Wednesday	2 Chelsea
West Ham	1 Sheffield U.

Division II.	
Port Vale	0 Swansea

Division III. (North).	
Doncaster	2 Rotherham

EXHIBITION TENNIS IN CANTON.

Messrs. Dennis Hazell C. A. L. Rumjahn, and J. A. E. Cassumbhoy, paid an unofficial visit to Canton over the week-end when they engaged Canton's best in exhibition singles and doubles tennis matches, which resulted in each port winning three matches to share the honours.

C. A. L. Rumjahn avenged his singles defeat at the hands of Bodiker by overcoming Loung Tat-kwong by three sets to one. Rumjahn indulged in a driving campaign, but as he did not find his length till the second stanza, he lost the first set 6-1. Thereafter he was definitely superior, and he took the next three sets 6-3, 6-2, 6-1.

The postponed doubles match between Rumjahn and Hazell and Bodiker partnered by Loung was an excellent one though the Hong Kong representatives were very definitely superior as the score indicated. Hazell and Rumjahn paired very well together and on their farm showed that they can hold their own against any other combination in China. They won in straight sets, 6-3, 6-1.

In another doubles match, Hazell and Cassumbhoy fell victims to Bodiker and Ma Chih-huen, the scores being 6-4, 10-8, and the teams finally finished up with three wins each.

Large crowds watched with keen interest the excellent display, the Governor of Canton, together with Admiral Chan and the British Consul-General (Mr. Herbert Phillips) being among the spectators.

The gate receipts for the Flood Relief Fund totalled over \$500 for the two days.

PANAMA MAIL SHIP AROUND.

PASSENGERS SAVED AFTER 3 HOURS ADRIET IN BOATS.

San Pedro, Sept. 13.—After having floated about the sea in open boats for three hours 144 passengers and 180 members of the crew of the Panama Pacific Mail liner Columbia were rescued by the steamship San Mateo to-day.

The Columbia had run hard aground off Point Toseh, Lower California. There were no casualties.

POISONOUS SNAKES IN HONG KONG.

COBRAS, KRAITS, BAMBOO AND SEA SNAKES: CHARACTERISTICS AND HABITS.

EMERGENCY TREATMENT WHEN BITTEN.

The following is the text of an extremely interesting and instructive address by Prof. G. A. U. Herklotz, which was broadcast last night from the Hong Kong Broadcasting Studio:—

September is as good a month as any in which, whilst walking on the hillside of Hong Kong and the New Territories, to meet snakes, so perhaps a few remarks on some of our local species may be of general interest.

Last week I received no less than three venomous snakes, besides harmless species. These three were, a large bamboo snake caught within 25 yards of my lab, and two young cobras from Stonecutter's Island and from within a house on the Peak, respectively. This year my staff have collected and friends have given me more than 100 snakes from Hong Kong and the New Territories. Half of these I have kept alive for days or weeks before envenomating and preserving them, so I have had the opportunity to watch them closely.

Early in the year I sent 36 specimens to the British Natural History Museum to be identified by the Herpetologist, Dr. Malcolm Smith. These 36 specimens included 14 species, and of these, 9 specimens of 4 species were venomous, potentially deadly. Recently a friend sent me a collection of 14 specimens, of which 2 were venomous. One deadly snake out of seven is possibly a fair representation of the proportion of venomous to harmless snakes in Hong Kong. When I have accumulated larger collections it will be possible to give more accurate figures.

Out of 100 to 150 snakes that have passed through my hands during the last year, some 5 species are venomous; I have had only one specimen of each. There are three other, if not more, species which probably occur in the Territories, which are also deadly but they are not likely to be met with. Local species of snakes therefore include:—Deadly species certainly 5, probably 8 and possibly 10. Of harmless species there are probably between 30 and 60 species. The local venomous snakes can be divided into four groups, namely, the cobras, kraits, pit vipers and sea snakes.

The Cobras.

The Chinese black cobra is probably the commonest venomous snake in S. China. It inhabits Victoria Peak, High West, Stanley Pinnacles, Kowloon and Kowloon Pinnacles, Tai Po, Stonecutter's Island and elsewhere to my certain knowledge. *Naja naja atra* as it is called, varies in colour from fawn (just after casting its skin, sometimes) to black; usually it possesses half a dozen very narrow white bands a few inches apart encircling the body. Young local cobras sometimes have faint white reticulated markings. Cobras locally rarely exceed 4 feet in length (I speak from my limited knowledge of the subject) but I have heard of a specimen of over 5 feet being killed in Kowloon. All true cobras possess some kind of spectacle on the back of the neck but this spectacle, which varies considerably in form, is not obvious unless the hood is expanded. The cobra always "sits up," expands its hood and usually hisses before striking. The hiss is high pitched and of short duration and differs from that of most other Hong Kong snakes of my acquaintance—the majority are silent. Young cobras may occasionally enter houses, an example of which I have already mentioned, but it is rare for adults to do so. Adults, however, have the annoying habit of inhabiting old rat holes and the like, near houses, and usually if one adult cobra is present so also is its mate.

Cobras lay eggs but I know nothing of the habits of our local cobra in this respect. Young cobras carry a respectable dose of venom in their venom sacs so they are best avoided. Cobras in Hong Kong at any rate, hate any shadow from above falling on them. This may be due to the fact that our local black cobra, *Naja melanoleuca*, is a great snake-catcher and probably disposes of many cobras each year. I have kept cobras; caught in Hong Kong, in cages and noticed that if I pinned my hand above a cage when the cobra within was sitting up with elevated hood it immediately powered down at the bottom and did not for some time sit up again.

When a large cobra hisses there is always the possibility of a little venom being ejected and although our local cobra does not expectorate, it is, I imagine, unwise to encourage it to do such a thing unless one is wearing spectacles.

The Cantonese call the Cobra *H'yeek seht*, which simply means black fawn snake, while another name is *Been 'an jung*. The first two characters mean flat head, the third is the same as in the name for wasp, *Wong fung*, *wong* means yellow but I do not know a literal translation for *fung*. A third name is *Farn chum 'au*. This is the name for the flat spoon used for stirring rice, and obviously the cobra has been so named because the head with expanded hood is of somewhat similar shape.

Valued as Medicine.

The gall bladder of the Chinese cobra is valued by the Cantonese for medicine but it must be taken out of the animal whilst it is alive. I have watched the operation performed on cobras and kraits on more than one occasion. A local snake catcher told me that the gall made a man strong and fit. I asked him if he drank or ate it and he replied, "Yes," and certainly he was a most virile specimen of Chinese manhood and had a way with snakes, which made me both nervous and anxious. He had himself once been bitten by a cobra—so also was one of my collectors this year—but he squeezed out the poison and applied native remedies and was none the worse. My collector was bitten at the extreme tip of his finger; he promptly squeezed out the venom and was likewise none the worse in spite of the fact that he had no native herbs. This man went collecting on the following day and I only heard of his experience by chance. I have quite a collection of local herbs, a mixture of which, with Chinese sugar, is supposed to be efficacious if applied externally and some internal. Personally I would prefer to use Potassium permanganate crystals but every man to his own cure.

The King Cobra or Hamadryad.

This snake certainly occurs quite frequently in Kwangtung but I have no definite evidence of a specimen having been caught in British territory, although I have heard several rumours to this effect. This is the only Asiatic species of snake which is credited with chasing and attacking man and as individuals grow to a prodigious length—there is one 16 feet 3 inches long in the Raffles Museum, Singapore—I hope they do not make their residence near where I live or I shall have to practise spitting. A specimen of this species, whether it be alive or dead, if caught locally, would be very much appreciated by the speaker.

The Kraits.

Whenever I read about Kraits I always notice that it is stated that this is a genus of small snakes related to the cobras. And yet nearly every krait that I have possessed from Hong Kong has been bigger than the average cobra! Between four and five feet is no uncommon size for the local common krait, *Bungarus fasciatus*. Almost the first snake I met in the Colony, on Lau Tau, was a krait over 4 feet long. It was dead so I could estimate its length fairly. Kraits can be distinguished from all other snakes (I believe) by this one fact. All snakes except kraits have one row of scales on the ventral surface, up to the vent and then two or more rows. Kraits have a single row from head to tip of tail. Unfortunately it is necessary to turn over a krait in order to be certain of this feature and few would care to do this with a living specimen. There would, however, be very little risk of its biting for Dr. Moll (who collected 8,000 snakes in South China) states definitely that a sexually mature krait in China cannot under any circumstance be induced to bite in the day-time. However, I myself, would not care to handle a living and very deadly krait, though my snake-catcher does so fearlessly.

The Banded Krait.

This, the commonest species, is distinguished by the fact that its colour is composed of alternate black and yellow bands of even width. The local Chinese say that if the tail ends in a black tip it means that that particular snake has already killed a man! Another local krait, *Bungarus candidus*, is smaller than *B. fasciatus* and has alternate broad yellow and narrow black bands. A third species, of which I have not yet seen a specimen, is not banded but is apparently speckled with various colours. Kraits enter houses; this is a long and well established fact, but need not be feared except at night. A sluggish snake allied to the cobra but without the cobra's characteristic hood, and respectable. The local name for the banded krait is *Kum keuk 'ai*, which, literally translated, means gold leg-belt.

The Sea Snakes.

These, the *Hydrophiidae* are all deadly. Several species occur in S. Chinese waters, but they are not common, although every year they are reported from Tolo Harbour, Repulse Bay, Shek O, etc. I have only one specimen in my collection. They are easily recognised by the fact that the tail is laterally compressed; this flattened tail is employed in swimming. Sea snakes very rarely bite people and although cases of cobra bite and bamboo snake bite occur every year in Hong Kong, I have never heard of a single case of a krait or sea snake having bitten any one. There is practically no danger in bathing in Repulse Bay even in July and August for if there is a sea snake about it will get so frightened at the presence of bathers that it will swim rapidly away. I have seen sea-snakes in the sea near Java and once visited an island near Singapore noted for its sea-snakes but found not a single specimen. Sea-snakes love basking in the sun on warm rocks near the sea; if alarmed they take to the water rapidly.

The Pit Vipers.

These snakes are so called because between the eye and the nostril there is a deep pit. The *Crotalidae*, a large family of snakes, occurs both in the New and Old Worlds. The rattlesnake, moccasin snake and bush-master are familiar American species. The Russell's viper of India is very much feared and so also is the very large Chinese viper (up to 6 feet) *Ankistrodon acutus*, which I believe occurs at Canton and ought to be in the New Territories, but I have as yet not received a specimen. The local pit vipers are the bamboo snakes.

The Bamboo Snake.

The commonest local species is *Trimeresurus gramineus*, which rarely exceeds 2 feet. This species is bright grass green above and yellow-green ventrally; on its tail is a brown or red stripe while the nose is frequently tinged blue. The head is covered with very small scales quite unlike the head scales of any other local species. The head is a very characteristic shape: triangular with a very well-defined neck. Bamboo snakes do not sit up vertically like cobras but sit up with the body bent roughly into an S-shaped curve held horizontally; the cobra sits up like an inverted L. The bamboo snake is a very vicious snake and is most feared locally than any other snake. It is very venomous and death may easily follow a bite if precautions are not taken. One of my collectors, not the one bitten by a cobra but his brother, was bitten by a bamboo snake whilst I was in Peiping this summer and was so ill that he had to be sent to hospital where he remained a few days. I have had 60 specimens this year, varying in length from 1 foot 8 inches to 2 feet. The smallest of these one of my collectors caught for me at Amoy and I brought it back alive to Hong Kong. Whilst at Amoy, obtaining I was warned by Chinese friends to keep clear of a certain spot as it was notorious for bamboo snakes. This year one was killed quite close to Peak Mansions, and brought to me whilst still moving—much to the discomfort of some friends of mine. Another was caught within 25 yards of my laboratory only this last week.

Every green snake is not a bamboo snake; there is a very common species of green grass snake which grows to be 3 or 4 feet in length but which is quite harmless. The local name for bamboo snake is *Theng, thik seht*, green bamboo snake.

Snakes Bite and Treatment.

The following account is based largely on an article which appeared in the *Hong Kong Naturalist* for last year. The venom of snakes varies from species to species, and consequently the antidote for one snake venom differs from that for another. If one is bitten by a snake it is advisable to identify the snake and kill it if possible and take it to the doctor who is to treat the bite. Snake venoms are complicated "proteins" or related substances; they are of two types affecting the blood system and nerves respectively. The venom is stored in a modified salivary gland and passes along a duct to the fang which is grooved anteriorly in the Colubridae. In Vipers the groove is closed over, leaving a hollow channel. Two main types of snake poisoning are generally recognised, namely, Colubrine and Viperine.

Colubrine Venoms.

In this group can be placed the Cobras, Kraits and Sea Snakes. In these snakes the anterior maxillary teeth are grooved. One or two teeth on each side are functional as poison fangs in the Cobra but small teeth further back are always present. If a main fang is broken off one of the smaller teeth grows and replaces it. This holds for all snakes and is a fact that is worth remembering. Colubrine poisons affect the central nervous system; they paralyse that portion of the medulla of the brain which controls respiration and should death take place, it is caused by asphyxia. A certain amount of internal haemorrhage and constriction of blood vessels may take place.

Symptoms of cobra bite:—(1) Weakness accompanied by severe and persistent pain; (2) Gradual paralysis progressing upwards from legs to head; (3) Relaxation of the lower lip and emission of saliva; (4) Gradual loss of the power of speech; (5) Asphyxiation.

The patient must not be allowed to get depressed as death often occurs as a result of venom effects intensified by fear. It may be necessary to administer artificial respiration.

Viperine Venoms.

Possessed by the Bamboo snake in S. China. These venoms destroy the lining of the blood vessels making them very permeable and resulting in internal haemorrhage. Blood may escape from the wound and from mucous surfaces. Blood poisoning due to bacterial action subsequent to the bite may set in as an added complication.

Treatment with a specific antivenene is the only really reliable remedy. This is a serum prepared from the blood of an animal which by repeated and gradually increased injections of a particular venom has been induced to form an antivenene. Antivenenes are not, I believe, prepared in China, so other and less effective remedies must be tried.

Emergency Treatment.

(1) Apply a tourniquet immediately above the wound, i.e., between wound and heart, but don't leave on more than 1 hour for fear of gangrene. A piece of string and a pencil would serve as a tourniquet.

(2) Make a deep incision into wound with a sharp knife or razor blade.

(3) Rub in crystals of Potassium permanganate; this is a strong oxidising agent and if it comes in contact with the venom will destroy it. These actions must be carried out promptly.

(4) Hurry to the nearest hospital or doctor.

Alcohol should not be taken except in very small quantities. Sucking of the wound is dangerous and is to be condemned. Later treatment by the doctor consists in giving injections of adrenaline or pituitrin and by injecting lime water which will induce clotting of the blood and generally counteract the deacidifying properties of the venom.

Conclusions.

This account of our local venomous snakes, their poison and the emergency treatment of snake bite is all very alarming. Actually, the chance of a European being bitten is so small as to be almost negligible; one or two children have been bitten in the past in Hong Kong, and have died in consequence, so perhaps it is just as well that these facts should be known in case a snake did bite some one. During the summer months I nearly always have several snakes alive at the Biology Department of the University and if any one would like to see them so as to be able to recognise the deadly species I should be delighted to act as showman.

LADIES' HOCKEY CLUB.

ANNUAL GENERAL MEETING HELD YESTERDAY.

NEW OFFICE-BEARERS.

The annual general meeting of the Hong Kong Ladies' Hockey Club was held at Messrs. Lowe, Crawford's Restaurant yesterday, when, in the absence of their President, Mrs. W. T. Southern, the chair was occupied by Miss E. Gray.

There was considerable discussion regarding the question of a ground and it was intimated that the Navy Field at Happy Valley, the Y.M.C.A. ground and the Sookpoo ground would be available again this year.

Election of Officers.

The election of officers resulted as follows:—President, Mrs. W. T. Southern; Captain, Miss E. Gray; Vice-captain, Miss M. Wallace; Hon. Secretary, Mrs. P. M. Harrop; Assistant Hon. Secretary, Miss E. O'Hagan.

Committee: Misses J. Smalley, J. Whyte and J. Coppin.

Selection Committee: Mrs. P. M. Harrop, Misses E. Gray, M. Wallace, and K. Ferguson.

Those present were:—Mrs. J. Harrop, Mrs. C. W. E. Bishop, Mrs. E. M. Donchin, Mrs. G. E. Little, Mrs. A. J. Moodie and the Misses E. M. Gray, E. O'Hagan, E. S. Laing, M. Bird, E. Bonny, J. Butler, P. D. Carter, J. Dalziel, B. Franklin, A. Nicol, J. Smalley, M. Wallace, N. Cooper, E. Blackburn, S. Browning, P. Carter, E. J. Coppin, C. Ferguson, B. M. Pope, M. Riggs, M. Russell, M. Smalley, F. M. Stevenson, E. Tasartes, J. Whyte, and J. Harris Walker.

EAT A HEARTY MEAL—AND ENJOY IT!

Why not? All that pain and flatulence you get after eating a good meal is simply the result of harmful acid at work in the stomach. It creates a state of fermentation which will continue to exist only as long as you allow it to. You can get rid of the acid, fermentation and discomfort at once by taking a little "Bisurated" Magnesia in either powder or tablet form. Thousands who suffer for years with such troubles as indigestion, dyspepsia, gastritis and acidity and could find no relief have taken "Bisurated" Magnesia on medical advice and have found their troubles go instantly, to return no more. Such cases are not isolated or unusual ones, for "Bisurated" Magnesia succeeds in practically every instance. Try it! You can get this sure remedy at any chemist's at small cost.



My name is "Embassy"
I am a cork-tipped Virginia cigarette
And I am unique
I am mild and mellow-refreshing and cool
I appeal to the most sophisticated taste
And I soothe and caress the most delicate throat
I bring to you a new delight in smoking
My name is "Embassy"

Always look for my name

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 27th DAY of SEPTEMBER, 1931, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok Tai, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Containing	Annual Rent	Upset Price
1	No. 2401	South of Kowloon Island Lot No. 2402, Fa Yuen Street	ft. ft. ft. ft.	As per sale plan	242	\$2,850

[1215]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 27th DAY of SEPTEMBER, 1931, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok Tai, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Containing	Annual Rent	Upset Price
2	No. 2402	West of Kowloon Island Lot No. 2401, Fa Yuen Street	ft. ft. ft. ft.	As per sale plan	120	\$1,875

[1216]

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 27th DAY of SEPTEMBER, 1931, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Tai Kok Tai, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Containing	Annual Rent	Upset Price
3	No. 2449	Between Kowloon Island Lots Nos. 2476 and 2441, Tai Nan Street	ft. ft. ft. ft.	As per sale plan	88	\$1,860

[1217]

THE MACAO JOCKEY CLUB.

INVITATIONS FOR TENDERS FOR CATERING AT RACE MEETINGS AT MACAO.

TENDERS are invited to supply **TIFFINS, REFRESHMENTS, AND BAR SERVICE** at the **MACAO COURSE** at Macao for the forthcoming **RACE MEETING** to be held at the **AREIA FRETA RACE COURSE** on **SUNDAY, the 4th OCTOBER, 1931**, and on subsequent Race Meetings. Applications must be made in sealed envelopes addressed to the **SECRETARY of the Club, c/o Messrs. FERREY, SMITH, BETH & FLEMING, 5, Des Voeux Road, Hong Kong**, and to reach the Office not later than **NOON** on **24th SEPTEMBER, 1931**. Applications will be opened on that date. For further particulars apply to the undersigned.

W. L. ALEXANDER
Secretary.
Hong Kong, 17th Sept. 1931. [119]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 27th DAY of SEPTEMBER, 1931, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Ma Tau Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Containing	Annual Rent	Upset Price
4	No. 2603	Adjoining Kowloon Island Lot No. 2516, Tam Kung Road	ft. ft. ft. ft.	As per sale plan	103	77

[1218]

THE HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (Weather Permitting) at **HAPPY VALLEY** on **SATURDAY, 28th SEPTEMBER, 1931**, commencing at 2 P.M. The First Bell will be rung at 1:30 P.M.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed. No one without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms for Ladies (Both including Tax) are obtainable through the **SECRETARY** upon introduction by a Member, such Member to be responsible for Payment of All Chits, &c. Badges admitting to Members' Enclosure will not be on sale at the Race Course. Members can obtain, upon Application to the **SECRETARY**, Badges (Limited to One) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying. On No Protest will Children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00 including Tax, for all Persons, including Ladies, and is payable at the Gate. Soldiers and Sailors in Uniform are admitted Half Price. Bookmakers, Tipsters, etc., will not be permitted to operate within the Premises of the Hong Kong Jockey Club during the Race Meeting. Tiffin will be obtainable in the Restaurant in the Public Enclosure.

By Order,

C. B. BROWN, Secretary.

Hong Kong, 21st Sept. 1931. [1207]

CREDIT FONCIER D'EXTREME-ORIENT.

MORTGAGE BANK AND ESTATE AGENTS.

"PEAK MANSIONS"

Six-roomed & Fire-roomed Apartments

PRINCE EDWARD ROAD, KOWLOON.

Detached and Semi-detached Villas

Modern Construction with Garage.

"CAMBAY BUILDINGS"

Flats with Modern Conveniences.

CHARMING YOUNG SINGER.

MISS EDRIS D'AQUINO MAKES HER DEBUT.

The Colony is the richer for the talent of Miss Edris d'Aquino, who made her debut as a singer before an enthusiastic audience at the Club de Recreo on Monday night.

Miss d'Aquino is a pupil of Miss Maria Gomes, who, it will be remembered, gave an excellent little concert some months ago at the Helena May Institute, and both teacher and pupil deserve much congratulation for a performance which was a success in every way.

The singer looked very attractive in a costume designed for her by Miss Gomes, and with her sweet, yet powerful voice, clear delivery and gift of expressive rendering, made a considerable impression on her audience. She has only been studying for some four months and one feels that with more experience and training she will be a singer whose concerts will be looked for by all music lovers.

ARMY MOBILITY CLOGGED.

WHAT MANOEUVRES HAVE TAUGHT.

TOO MANY HORSES AND LORRIES.

Although General Rain delivered a "knock-out" in the third round of the great military contest around Aldershot, the General Staff, and other branches, had already obtained a large number of points, and the observations made are now being sifted and collated.

But the general impressions of the many distinguished officers who came to see the mobilisation are at least as significant. And they are certainly a contrast to some of the ideas that were prevalent beforehand.

For in many quarters, even among soldiers, one noticed an astonishing misconception of the meaning of the experiment. It was spoken of as an attempt to solve the difficulties and especially of traffic congestion that arose with mechanisation. One even heard it said that the difficulty of moving a modern division was due to its mechanisation—although, apart from its rear services, only a few fragments of the existing division are even motorised.

The mobilisation was certainly designed to test the results of reducing the number of vehicles in the divisional train. And this fact was perhaps the cause of the delusion.

Growth of Transport.

The actual causes of the growth of transport were: First, the post-war addition of extra cavalry and light artillery; second, the efforts made to lighten the load on man and horse by transferring it to the transport; third, the accumulation of "trench-warfare" specialties that had become accepted as necessities.

Analysis of the problem brought to light some curious facts. It was found that since pre-war war days units had been dragging round with them a fortnight's supply of various consumable stores. And, presumably through oversight, this burden on transport had continued during the static warfare of 1914-18, in spite of the ease with which replenishment could have been made by motor transport. Again, in the process of removing weight from the cavalryman, his emergency or "iron ration" was transferred to the transport, which was actually carrying his next day's ordinary rations.

An infantry still carries with it twelve miles of telephone cable. And among other things that might be discarded by the division is surely the elaborate "caravan" entitled the Ordnance Workshop, which, however efficient in organisation, needs to be assured of a forty-eight hours' stay before setting up. For "mobile" warfare this seems rather absurd.

Fatty Degeneration?

The post-war state of the division might just be summed up as a case of expansion of girth—or even fatty degeneration—which required eliminating treatment. Cure has been delayed because the increased mobility provided by motor vehicles has not been suitably exploited until now.

So long as the Army was dependent on horse transport a division was compelled to drag an endless tail of vehicles around with it, to meet not only its immediate necessities, but the possible contingencies. But the speed and range of motor transport make it possible to bring forward stores from railhead as and when required.

Hence it is practicable to reduce the number of lorries that actually accompany the division. And this the authorities have now done, bringing the total down already from some 700 to about 500. The course of the exercise, although incomplete, seems to have satisfied most people that such reductions are justified.

In contrast, attention has been forcibly focused on the truth that the real movement problem, and the danger of congestion, lies within the fighting body of the division, and is due to a superabundance of cumbersome horse traction. It also to an overload of equipment. It is perhaps not generally realised that a division still includes some 5,500 horses and mules and some 700 horse-drawn vehicles. The disadvantages of this incubus have been graphically illustrated during the exercise.

H.K. AMUSEMENTS, LTD.

DIVIDEND AND BONUS.

The report of the Directors of the Hong Kong Amusements, Ltd., to be submitted to the shareholders at the tenth ordinary yearly meeting to be held at the Queen's Theatre on Wednesday, Sept. 30, states:—

The Profit for the year after providing for depreciation of \$25,203.73 amounts to \$111,638.10. Which with the amount brought forward from the previous year, viz. 48,630.94

Amounts to \$160,269.04

Which the Directors recommend be appropriated as follows:—

Place to "Legal" Reserve in accordance with the Articles of Association, \$3,581.91
Place to General Reserve, \$40,000; Bonus to Staff, \$5,000; Dividend of \$2 per share on Fully Paid up Shares (Pro-Rata for the 1931 issue as from date of payment), \$48,148.52; Bonus of \$0.50 per share on Fully Paid up Shares (Pro-Rata for the 1931 issue as from date of payment), \$13,355.60; making a total of \$116,036.03.

Leaving to be carried forward to credit of next account \$44,163.01

Directors:—In accordance with the Articles of Association, Messrs. J. S. Gubbay and Ma Tsui Chiu retire, and being eligible, offer themselves for re-election.

Auditors:—The accounts have been audited by Messrs. Linstead & Davis, Chartered Accountants, who retire, and being eligible, offer themselves for re-election.

CAPONE TO THE RESCUE.

RELEASE OF CAPTIVE MILLIONAIRE.

CHICAGO'S APPEAL TO GANGSTER.

Chicago, August 27.—Following an appeal to "Scarface" Al Capone by people in Chicago, Mr. John Lynch, the millionaire distributor of racing tips, who was kidnapped last Saturday, returned to his home in Lake Geneva, Wisconsin, early to-day in his own car, unharmed.

For the return of Mr. Lynch, one of the best-known Turfmen and gamblers in the United States, \$50,000 in ransom had been demanded. Police, private detectives, and friends failed in the hunt for the missing man.

An offer of \$20,000 for his release was rejected by the kidnappers, who threatened that Mr. Lynch would be killed unless a bigger sum was forthcoming.

Then Chicago, where Mr. Lynch is popular in racing circles, appealed to Capone. "Won't you please bring back Mr. Lynch! You could do it; our police cannot."

Thought for Family.

Out spoke the great-hearted Capone, harbouring no resentment, although he is under a Federal indictment for income-tax fraud, and is on his way to gaol:

"A kidnapper is no better than a rat," he declared, "and I do not approve of this racket because it makes the kidnapped man's wife and kiddies worry so much. I shall be glad to help Chicago in this emergency."

A few hours later Mr. Lynch was released in a street in Kanakoo, Illinois. Meantime a warrant has been issued for the arrest of Capone, on a charge of being concerned in the abduction of Mr. Lynch. Capone has vanished, however, and his office in Chicago to-day declared that its chief had been double-crossed.

Mr. Lynch denies that any money was paid for his ransom, and says that his captors treated him like an old friend. After forcing him into their car in Chicago, he said, they blindfolded him, and drove for about two hours to a country house, where he lived like a lord. Last night they blindfolded him again, put him into his own car, and after driving for a couple of hours, set him free.

WORLD RUNNING RECORD.

LADOUQUEGUE SETS NEW MARK FOR 1 MILE.

Paris, September 13.—The famous French runner, Ladouquegue, to-day established a new world's running record for three-quarters of a mile, doing the distance in three minutes and three-fifths of a second, or two and a fifth seconds better than the previous record which was made by T. P. Conneff (U.S.A.) in 1895.

Which are your interests?

Monday SPORT.

Local Sport, Results of Week End Games.

Home Cricket Results.

Tuesday MOTORING.

Local and World News of interest to Motorists.

Wednesday AVIATION.

A page of interesting information about the latest developments in flying.

BOOK REVIEWS.

Reviews of carefully selected books and novels which will interest people of intelligence.

SPORT.

Lawn Bowls review by "Green."

Thursday RADIO.

Wireless News, contributed by a local enthusiast.

SPORT.

Swimming Notes.

Home Cricket Results.

Friday WOMAN'S PAGE.

Of value to all women who take an interest in matters of Dress, contributed by a local expert.

SPORT.

Tennis Topics by "Topflite."

Lawn Bowls week-end forecast by "Green."

Baseball Notes by "Strikeout."

Saturday BUILDING & ENGINEERING.

News from Home, China and Hong Kong.

"Mr. PEPYS IN HONG KONG."

THE FEATURES OF THE HONG KONG DAILY PRESS WHICH WE HAVE MENTIONED ABOVE, OBVIOUSLY ATTRACT CERTAIN KINDS OF PEOPLE—THE MORE INTELLIGENT, THE BETTER EDUCATED, AND THE MARRIED CLASSES OF ALL NATIONALITIES IN THE COLONY. IN SHORT, IT IS READ BY PEOPLE WHO SPEND FREELY, AND WHO ARE IN A POSITION TO BUY HIGH-CLASS GOODS.

THE
HONG KONG DAILY PRESS.

SIX-DAY WEEK FOR JUDGES.

LORD WRENBURY'S PROPOSAL.

SATURDAY AS A HALF DAY.

Controversy has been aroused in legal circles by a suggestion made, on the ground of economy, by Lord Wrenbury, a former High Court and Appeal Judge, that the Courts should sit six days in the week, instead of five.

Lord Wrenbury suggests that Courts should sit from 10 a.m. instead of 10.30 a.m., throughout the week, and from 10 a.m. until 2 p.m. on Saturdays, and recalls that this was the regular practice during his early days at the Bar.

A partner in a well-known firm of solicitors said to a reporter when interviewed: "Solicitors as a body would be only too glad if the suggestion was adopted. The present congestion in the Courts is bad for everybody. For cases on the Special Jury List there is often a delay of twelve months, and much the same applies to all the High Court lists except the Divorce Court."

"From a solicitor's personal point of view, congestion delays the collection of costs, while at the same time there can be no two opinions concerning the desire of clients to secure more rapid decisions."

In another quarter it was suggested that the proposal was likely to be considered worth the attention of the Cost of Litigation Committee of the London Chamber of Commerce in view of its omission from the list of proposals covered in their last report.

Strain on Judges.

The view that Lord Wrenbury's suggestion would impose too great a strain on the personnel of the Courts was put forward by Mr. Heber Hart, K.C., formerly a judge of the Mixed Arbitral Tribunal set up under the Treaty of Versailles. "The present judicial hours are quite long enough," he said. "The strain of constant attention to evidence and argument for a judge is far greater than the strain upon the advocate."

"When the judge is fresh and alert, he can work both more efficiently and more quickly than when jaded and tired. It is rarer now to find a judge asleep on the Bench than was the case when the system which Lord Wrenbury favours was in operation. Better temper and greater courtesy are also far more prevalent."

"Four days a week are found to be quite enough for the House of Lords and the Judicial Committee of the Privy Council, where Lord Wrenbury's more recent experience has been."

Lord Wrenbury has always had an exceptionally clear and strong intellect, arriving quickly and accurately at conclusions which would involve greater effort on the part of ordinary minds. It would be unsafe to measure the capacity of the average judge by his standard. Moreover, the work of barristers and solicitors has to be borne in mind. Longer Court hours and Saturday sittings would render it far more difficult to prepare their cases properly and without excessive labour.

Shorter Vacations.

"The shortening of the vacations, however, is another matter. Probably these are still unnecessarily long."

"My suggestions for relieving congestion in the Courts differ from that put forward by Lord Wrenbury. They include lessening the number of appeals, facilitating the admission of affidavits as evidence, and the alteration of the present rules of evidence, which in many circumstances make proof difficult and expensive."

A barrister of the Middle Temple thought that longer Court hours would have the salutary effect of producing a more equal division of labour among barristers owing to the shorter time available for the preparation of cases, and would thus provide greater opportunities for rising young barristers than at present exist.

He also contended that many cases the hearing of which would be in the public interest were suppressed out of Court settlement owing to the impatience of the aggrieved parties with the long delays involved under the present system.

ADVERTISED SAILINGS FROM HONG KONG

ADELPHI.

Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Chenonceaux, M.M., Oct. 13.
Moncalieri, Dodwell's, Oct. 25.
Athos II, M.M., Oct. 27.

ALEXANDRIA.

Pros. Monroe, Dollar, Oct. 4.
Pros. Van Buren, Dollar, Oct. 18.

AMOI.

Taiyuan, B. & S., Sept. 23.
Tjikarang, J.C.J.L., Sept. 23.
Haining, Douglas, Sept. 25.
Hosang, Jardine's, Sept. 25.
Anhui, B. & S., Sept. 27.
Haining, Douglas, Sept. 29.
Tainan, B. & S., Sept. 30.
Tjiongdari, J.C.J.L., Oct. 1.
Yuenang, Jardine's, Oct. 7.
Tjiongdari, J.C.J.L., Oct. 8.
Santhia, B.I., Oct. 8.
Kumang, Jardine's, Oct. 18.
Taima, B.I., Oct. 23.

ANTWERP.

Kalyan, P. & O., Sept. 26.
Danmark, Manners, Oct. 2.
Hakusan Maru, N.Y.K., Oct. 3.
Hakusan Maru, N.Y.K., Oct. 17.
Kashmir, P. & O., Oct. 24.

AUSTRALIAN PORTS.

Atsuta Maru, N.Y.K., Sept. 26.
Nankin, E. & A., Oct. 2.
Changte, B. & S., Oct. 20.
Kamc Maru, N.Y.K., Oct. 24.

BALIC PORTS.

Danmark, Manners, Oct. 2.

BALTIMORE.

Menestheus, B.F., Oct. 5.

BANGKOK.

Kweiyang, B. & S., Sept. 26.

Kwanchow, B. & S., Sept. 27.

BARCELONA.

Duisburg, Jobson, Oct. 16.

Trior, Melchers, Oct. 17.

BEJAWAN-DELL.

Cremor, J.C.J.L., Sept. 24.

BOMBAY.

Col. di Lana, Dodwell's, Sept. 27.
Tokiwa Maru, N.Y.K., Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Mirzapore, P. & O., Oct. 6.
Tango Maru, N.Y.K., Oct. 13.

BOSTON.

Toba Maru, N.Y.K., Sept. 29.
Pros. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Tweedbank, Bank, Oct. 7.
Malayan Prince, Furness, Oct. 15.
Pros. Van Buren, Dollar, Oct. 18.
Moncalieri, Dodwell's, Oct. 25.

BREMEN.

Danmark, Manners, Oct. 2.
Trior, Melchers, Oct. 17.

BRINDISI.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

CALCUTTA.

Takada, B.I., Sept. 24.
Penang Maru, N.Y.K., Sept. 29.
Sirdhana, B.I., Oct. 4.
Hakodate Maru, N.Y.K., Oct. 8.
Kutang, Jardine's, Oct. 8.
Tilawa, B.I., Oct. 14.
Hosang, Jardine's, Oct. 16.
Yuenang, Jardine's, Oct. 28.

OASABLANCA.

Kalyan, P. & O., Sept. 26.
Porthos, M.M., Oct. 13.
Kashmir, P. & O., Oct. 24.

OSU.

Menestheus, B.F., Oct. 5.

OHEFOO.

Luchow, B. & S., Sept. 23.
Kueichow, B. & S., Sept. 25.
Chipshing, Jardine's, Oct. 1.
Huichow, B. & S., Oct. 6.
Cheongshing, Jardine's, Oct. 11.

COLOMBO.

Col. di Lana, Dodwell's, Sept. 27.
Atsuta Maru, N.Y.K., Sept. 27.
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Pros. Monroe, Dollar, Oct. 4.
Mirzapore, P. & O., Oct. 6.
Chenonceaux, M.M., Oct. 13.
Tango Maru, N.Y.K., Oct. 13.
Haruna Maru, N.Y.K., Oct. 17.
Pros. Van Buren, Dollar, Oct. 18.
Moncalieri, Dodwell's, Oct. 25.
Athos II, M.M., Oct. 27.

COFFENHAGEN.

Danmark, Manners, Oct. 2.

DALNY.

Linan, B. & S., Sept. 23.
Porthos, M.M., Oct. 13.

DUTCH PORTS.

Kalyan, P. & O., Sept. 26.
Shantung, Gilman's, Sept. 27.
Aeneas, B.F., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Danmark, Manners, Oct. 2.
Trior, Melchers, Oct. 17.
Duisburg, Jobson, Oct. 16.
Porthos, M.M., Oct. 13.
Trior, Melchers, Oct. 17.
City of Khios, Bank, Oct. 18.
Haruna Maru, N.Y.K., Oct. 17.
Havelland, Jobson, Oct. 24.
Kashmir, P. & O., Oct. 24.

FOOCHOW.

Haining, Douglas, Sept. 25.
Kueichow, B. & S., Sept. 25.
Haining, Douglas, Sept. 29.
Chipshing, Jardine's, Oct. 1.
Huichow, B. & S., Oct. 6.
Cheongshing, Jardine's, Oct. 11.

GENOA.

Col. di Lana, Dodwell's, Sept. 27.
Shantung, Gilman's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Pros. Monroe, Dollar, Oct. 4.
Vogland, Jobson, Oct. 6.
Lima Maru, N.Y.K., Oct. 11.
Duisburg, Jobson, Oct. 16.
Trior, Melchers, Oct. 17.
Pros. Van Buren, Dollar, Oct. 18.
Havelland, Jobson, Oct. 24.
Moncalieri, Dodwell's, Oct. 25.

GLASGOW.

Ningchow, B.F., Sept. 23.
Aeneas, B.F., Sept. 29.
Asphalion, B.F., Oct. 11.

GOTHENBURG.

Shantung, Gilman's, Sept. 27.

HATPHONG AND HOIHOW.

Kingyuan, B. & S., Sept. 25.
Kiungchow, B. & S., Oct. 9.

HAMBURG.

Shantung, Gilman's, Sept. 27.
Danmark, Manners, Oct. 2.
Trior, Melchers, Oct. 17.
Vogland, Jobson, Oct. 6.
Porthos, M.M., Oct. 13.
Duisburg, Jobson, Oct. 16.
Trior, Melchers, Oct. 17.
City of Khios, Bank, Oct. 18.
Havelland, Jobson, Oct. 24.

HANGKOW.

Ningchow, B.F., Sept. 23.
Asphalion, B.F., Oct. 11.
City of Khios, Bank, Oct. 18.

HONGKONG.

Kweiyang, B. & S., Sept. 26.

HONOLULU.

Asama Maru, N.Y.K., Sept. 30.
Shinyo Maru, N.Y.K., Oct. 13.
Rakuyo Maru, N.Y.K., Oct. 15.

HULL.

Kalyan, P. & O., Sept. 26.

JAPAN PORTS.

Gaelic Star, Sept. 23.
Toyooka Maru, N.Y.K., Sept. 23.
Tilawa, B.I., Sept. 24.
Tokushima Maru, N.Y.K., Sept. 24.
Emp. of Asia, C.P.S., Sept. 25.
Kashmir, P. & O., Sept. 25.
Hosang, Jardine's, Sept. 25.
Athos II, M.M., Sept. 27.
Iyo Maru, N.Y.K., Sept. 29.
Mito Maru, N.Y.K., Sept. 29.
Asama Maru, N.Y.K., Sept. 30.
Havelland, Jobson, Sept. 30.
Pyrrhus, B.F., Oct. 3.
Havel, Melchers, Oct. 2.
Glaucaus, B.F., Oct. 3.
Kashima Maru, N.Y.K., Oct. 3.
Canton, Gilman's, Oct. 3.
Nellore, E. & A., Oct. 5.
Hikawa Maru, N.Y.K., Oct. 6.
Kidderpore, P. & O., Oct. 6.
Yuenang, Jardine's, Oct. 7.
Gleniffer, Jardine's, Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldera, P. & O., Oct. 10.
Sauerland, Jobson, Oct. 11.
Achilles, B.F., Oct. 12.
D'Artagnan, M.M., Oct. 13.
Nellore, B.F., Oct. 13.
Shinyo Maru, N.Y.K., Oct. 13.
Rakuyo Maru, N.Y.K., Oct. 15.
Kashgar, P. & O., Oct. 17.
Tyndareus, B.F., Oct. 17.
Kumang, Jardine's, Oct. 18.
Carignano, Dodwell's, Oct. 19.
Emp. of Russia, C.P.S., Oct. 22.
Glenogie, Jardine's, Oct. 23.
Taima, B.I., Oct. 23.
Macdonald, P. & O., Oct. 24.
Nankin, Gilman's, Oct. 24.
Rameses, Jobson, Oct. 25.
Meriones, B.F., Oct. 26.
Andre Lebon, M.M., Oct. 26.

KALAMATA.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

KALING.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

KALING.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

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Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

KALING.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

LIVERPOOL.

Ningchow, B.F., Sept. 23.
Asphalion, B.F., Oct. 11.
Lima Maru, N.Y.K., Oct. 11.

LONDON.

Kalyan, P. & O., Sept. 26.
Col. di Lana, Dodwell's, Sept. 27.
Aeneas, B.F., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Cracovia, Dodwell's, Oct. 4.
Trior, Melchers, Oct. 17.
Mantus, P. & O., Oct. 10.
Porthos, M.M., Oct. 13.
Haruna Maru, N.Y.K., Oct. 17.
City of Khios, Bank, Oct. 18.
Kashmir, P. & O., Oct. 24.
Moncalieri, Dodwell's, Oct. 25.
Tinhow, Bank, Oct. 28.

LOS ANGELES.

Pros. Hoover, Dollar, Sept. 29.
Pros. Jackson, A.M.L., Oct. 13.
Rakuyo Maru, N.Y.K., Oct. 15.
Pros. McKinley, A.M.L., Oct. 27.

MANILA.

Atsuta Maru, N.Y.K., Sept. 26.
Pros. Jefferson, A.M.L., Sept. 29.
Shantung, Gilman's, Sept. 27.
Tjiongdari, J.C.J.L., Sept. 29.
Emp. of Canada, C.P.S., Oct. 2.
Nankin, E. & A., Oct. 2.
Pros. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Pros. Madison, A.M.L., Oct. 10.
Tjiongdari, J.C.J.L., Oct. 13.
Emp. of Russia, C.P.S., Oct. 15.
Trior, Melchers, Oct. 17.
Pros. Van Buren, Dollar, Oct. 18.
Changte, B. & S., Oct. 20.
Kamc Maru, N.Y.K., Oct. 24.
Pros. Cleveland, Dollar, Oct. 24.
Tjiongdari, J.C.J.L., Oct. 27.

MARSEILLES.

Kalyan, P. & O., Sept. 26.
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Hakusan Maru, N.Y.K., Oct. 3.
Pros. Monroe, Dollar, Oct. 4.
Trior, Melchers, Oct. 17.
Mantus, P. & O., Oct. 10.
Lima Maru, N.Y.K., Oct. 11.
Chenonceaux, M.M., Oct. 13.
Porthos, M.M., Oct. 13.
Haruna Maru, N.Y.K., Oct. 17.
Pros. Van Buren, Dollar, Oct. 18.
Kashmir, P. & O., Oct. 24.
Athos II, M.M., Oct. 27.

MAURITIUS.

Tinhow, Bank, Oct. 28.

MEXICO.

Rakuyo Maru, N.Y.K., Oct. 15.

NAPLES.

Pros. Monroe, Dollar, Oct. 4.
Malayan Prince, Furness, Oct. 15.
Pros. Van Buren, Dollar, Oct. 18.

NEW GUINEA.

Bremerhaven, Melchers, Oct. 10.

NEW YORK BOSTON, etc.

Pros. Hoover, Dollar, Sept. 29.
Pros. Jackson, A.M.L., Sept. 29.
Pros. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Tweedbank, Bank, Oct. 7.
Pros. Jackson, A.M.L., Oct. 12.
Malayan Prince, Furness, Oct. 15.
Pros. Van Buren, Dollar, Oct. 18.
Pros. McKinley, A.M.L., Oct. 27.

NEW ORLEANS.

Linan, B. & S., Sept. 23.

NINGPO.

Luchow, B. & S., Sept. 23.

NORTH CHINA PORTS.

Trior, Melchers, Sept. 25.
Havel, Melchers, Oct. 2.
Porthos, M.M., Oct. 13.
Derfflinger, Melchers, Oct. 19.
Pilsa, Dodwell's, Oct. 20.
Emp. of Russia, C.P.S., Oct. 22.
Glenogie, Jardine's, Oct. 23.
Nankin, Gilman's, Oct. 24.
Rameses, Jobson, Oct. 25.
Meriones, B.F., Oct. 26.
Andre Lebon, M.M., Oct. 26.
Malaya, Manners, Oct. 28.

OSAKA.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

OSAKA.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

OSAKA.

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Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

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Moncalieri, Dodwell's, Oct. 25.

OSAKA.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

OSAKA.

Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Moncalieri, Dodwell's, Oct. 25.

PHILADELPHIA.

Tweedbank, Bank, Oct. 7.

PORT SAID.

Col. di Lana, Dodwell's, Sept. 27.
Shantung, Gilman's, Sept. 27.
Ningchow, B.F., Sept. 23.
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Danmark, Manners, Oct. 2.
Cracovia, Dodwell's, Oct. 4.
Asphalion, B.F., Oct. 11.
Lima Maru, N.Y.K., Oct. 11.
Chenonceaux, M.M., Oct. 13.
Porthos, M.M., Oct. 13.
Moncalieri, Dodwell's, Oct. 25.
Athos II, M.M., Oct. 27.

RAZAU.

Nankin, E. & A., Oct. 2.
Bremerhaven, Melchers, Oct. 10.

RANGOON.

Penang Maru, N.Y.K., Sept. 29.
Sirdhana, B.I., Oct. 4.
Hakodate Maru, N.Y.K., Oct. 8.

SAIGON.

Porthos, M.M., Sept. 29.
Chenonceaux, M.M., Oct. 13.
Athos II, M.M., Oct. 27.

SANDAKAN.

Hinsang, Jardine's, Sept. 24.
Yusang, Jardine's, Oct. 4.

SAN FRANCISCO.

Pros. Hoover, Dollar, Sept. 29.
Asama Maru, N.Y.K., Sept. 30.
Pros. Jackson, A.M.L., Oct. 13.
Shinyo Maru, N.Y.K., Oct. 13.
Pros. McKinley, A.M.L., Oct. 27.

SCANDINAVIAN PORTS.

Shantung, Gilman's, Sept. 27.
Danmark, Manners, Oct. 2.

SEATTLE.

Pros. Jefferson, A.M.L., Oct. 4.
Hikawa Maru, N.Y.K., Oct. 6.
Tyndareus, B.F., Oct. 17.
Pros. Madison, A.M.L., Oct. 18.

SHANGHAI.

CHINA NAVIGATION COMPANY, LIMITED.

NINGPO, SHANGHAI, CHEFOO & TIENTSIN	"LUOHOW"	On 23rd Sept.	D.L.
AMOI & SHANGHAI	"TAIYUAN"	On 23rd Sept.	5 p.m.
SWATOW & SHANGHAI	"KIUNGCHOW"	On 26th Sept.	Noon
SWATOW, FOOCHOW, WENHAI, CHEFOO & TIENTSIN	"KUDICHOW"	On 26th Sept.	Noon
HONGKONG, PAKHOI & HAIPHONG	"KINGYUAN"	On 26th Sept.	Noon
HONGKONG & BANGKOK	"KWANGYANG"	On 26th Sept.	Noon
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 27th Sept.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 27th Sept.	Noon
SWATOW & BANGKOK	"KWANGCHOW"	On 27th Sept.	Noon
SHANGHAI, NEWCHANG & DALNY	"LINAN"	On 28th Sept.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 29th Sept.	Noon
AMOI & SHANGHAI	"TSINAN"	On 29th Sept.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 30th Sept.	Noon
SWATOW, FOOCHOW, WENHAI, CHEFOO & TIENTSIN	"HUICHOW"	On 30th Sept.	Noon
HONGKONG, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 9th Oct.	3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, Telephone 30331.

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FIRST CLASS FARE TO SYDNEY, 276 RETURN.

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(Australian Newspaper on file)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
---------	---------------	-----------------	--------------	------------

CHANGTE	9th Oct.	17th Nov.	23rd Oct.	8th Nov.
TAIPING	11th Dec.	18th Dec.	24th Nov.	9th Dec.
CHANGTE	13th Jan.	20th Jan.	26th Dec.	11th Jan.
TAIPING	15th Jan.	22nd Jan.	28th Dec.	13th Jan.

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "DANMARK"

on or about 2nd OCTOBER

For PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, BREMEN, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:	SHANGHAI, ETC.	COPENHAGEN, ETC.
M.S. "Danmark"	1st Oct. 1931	2nd Oct. 1931
M.S. "Java"	1st Nov.	1st Nov.
M.S. "Malaya"	25th Oct.	25th Nov.
M.S. "Africa"	25th Nov.	25th Dec.
M.S. "Annam"	30th Dec.	30th Jan. 1932
M.S. "Danmark"	25th Jan. 1932	25th Feb.
M.S. "Java"	25th Feb.	25th Mar.

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HONG KONG DAILY PRESS.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Latitude	Longitude	SEPTEMBER 21, 1931.					SEPTEMBER 22, 1931.				
			Barometer	Thermometer	Wind	Direction	Force	Barometer	Thermometer	Wind	Direction	Force
Windsor	12°	29.99	761.7	68	WNW	2	b	30.07	763.8	55	WNW	0
Namur	11	29.69	754.0	...	W	4	b	30.00	762.9	...	WNW	1
Hakodate	...	30.88	759.0	...	W	4	b	30.06	764.5	...	NNW	0
Tokio	...	30.02	762.5	...	ENE	1	b	30.08	764.0	...	...	0
Kochi	...	29.96	761.0	...	...	0	b	30.02	762.0	...	...	1
Nagasaki	...	30.02	762.5	...	ENE	1	b	30.00	762.0	...	...	0
Kagoshima	...	30.00	762.0	...	ENE	1	b	30.00	762.0	...	...	0
Oshima	...	29.94	763.5	...	ENE	1	b	29.90	759.5	...	SSW	1
Naha	...	29.92	763.0	...	ENE	1	b	29.82	757.5	...	ENE	1
Ishigaki	...	29.84	758.0	...	...	2	b	29.78	755.0	...	...	1
Bonin Island	...	29.94	760.5	...	ENE	1	b	29.88	761.0	...	...	1
Chefoo	15	29.97	761.2	80	NE	1	b	30.02	762.5	62	SW	2
Shanghai	14	30.00	762.0	81	E	2	b	29.97	761.2	68	E	4
Gutzlaff	...	30.05	763.2	75	E	2	b	30.00	762.0	72	...	0
Wenchow	...	29.82	758.9	77	NNW	2	b	29.81	757.2	78	NNW	2
Foochow	...	29.73	755.1	90	E	4	b	29.75	755.5	91	E	2
Amoy	...	29.82	757.4	91	E	4	b	29.71	754.6	81	E	4
Swatow	...	29.80	757.0	89	...	0	b	29.68	753.3	79	SW	2
Taihou	...	29.78	756.8	88	...	0	b	29.66	753.1	77	SW	2
Taihu	...	29.76	756.6	87	...	0	b	29.64	752.9	76	SW	2
Taiwan	...	29.74	756.4	86	...	0	b	29.62	752.7	75	SW	2
Koshu	...	29.72	756.2	85	...	0	b	29.60	752.5	74	SW	2
Pescadore	...	29.70	756.0	84	...	0	b	29.58	752.3	73	SW	2
Hong Kong	14	29.78	756.8	81	ENE	2	b	29.73	755.9	88	E	4
Gap Rock	...	29.77	756.7	82	ENE	2	b	29.73	755.8	88	E	4
Maoda	...	29.77	756.7	82	ENE	2	b	29.73	755.8	88	E	4
Hoihow	...	29.72	756.4	88	...	0	b	29.67	755.5	79	WNW	2
Prata Island	...	29.63	757.7	81	SSE	4	b	29.84	767.9	76	WNW	2
Philippine	15	29.76	756.8	81	...	0	b	29.79	756.7	75	W	1
Tonkine	...	29.79	756.9	85	SSW	2	b	29.76	756.0	77	...	0
Cape St. James	...	29.67	751.1	79	ENE	4	b	29.29	744.0	76	S	6
Banco	14	29.15	743.5	78	NE	0	b	...	...	...	...	...
Aparri	...	29.89	746.4	81	NNW	4	b	...	...	...	...	...
Tuguegarao	...	29.66	750.7	79	SW	4	b	...	...	...	...	...
Vigan	...	29.64	752.9	86	SW	4	b	...	...	...	...	...
Manila	...	29.70	754.3	91	SW	4	b	...	...	...	...	...
Legaspi	...	29.70	754.3	91	SW	4	b	...	...	...	...	...
Calbayog	...	29.71	754.6	88	S	4	b	...	...	...	...	...
Tacloban	...	29.69	754.1	88	SSW	4	b	...	...	...	...	...
Boho	...	29.70	754.4	88	SSW	4	b	...	...	...	...	...
Cebu	...	29.71	754.6	88	...	0	b	...	...	...	...	...
Surigao	...	11.60	...	...	...	...	...	...	...	...	...	...
Saipan	...	12.28	29.74	755.5	...	6	ENE	4	...	...	...	...
Guam	...	11.00	29.71	754.7	...	6	ENE	2	...	...	...	...
Yap
Pelaw
Labuan	14	29.94	760.6	85	NW	0	b	29.89	759.3	74	NW	6

September 21d. 10h. 25m.—Warning to Hong Kong, Coast Ports, &c.—A severe typhoon within 30 miles of Lat. 18° N. Long. 122° E., moving N.

September 22d. 10h. 08m.—Warning to Hong Kong, Coast Ports, &c.—A severe typhoon within 60 miles of Lat. 19° N. Long. 121° E., moving N.N.W.

September 22d. 10h. 40m.—The typhoon is about 50 miles N.W. of Aparri moving N.N.W., threatening the coast near Amoy.

The anticyclone is central over Sea of Japan.

Manila warning, 21d. 21h. 15m.—Cyclone or typhoon W. of Aparri moving N.W. or N.N.W. Recd. 21d. 22h. 45m.

Shanghai warning, 22d. 9h. 15m.—A severe typhoon within 60 miles of Lat. 20° N. Long. 120° E., moving N. Recd. 22d. 9h. 24m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 71.44 inches, against an average of 73.37 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 23.

District	Forecast
1.—Shanghai to Turnabout	N.E. winds, moderate; fair generally.
2.—Turnabout to Hong Kong	N.E. winds, freshening; fine at first, rain later.
3.—Hong Kong to Gap Rock	N.E. winds, moderate; fine.
4.—Hong Kong to Hainan Straits	N.E. winds, moderate; fine.
5.—North China Sea	Extreme East, Cyclonic gales, overcast, rain.

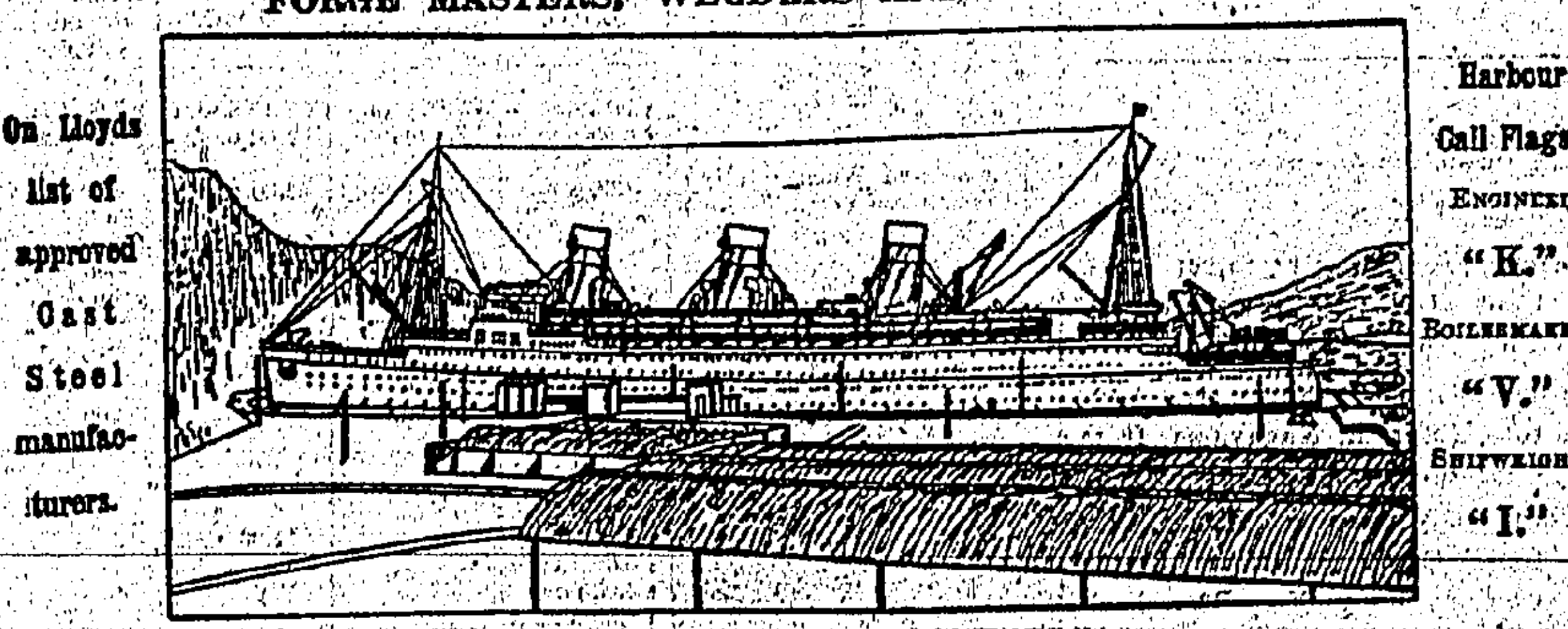
T. F. CLAXTON, Director.

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In No. 1 Dock—Dims. 660' 0" O.A. x 83' 6" x 48' 6" M.D.—24,000 tons gross. The Company possesses Six Granite Docks and Two Patent Slipways. The dimensions of No. 1 Dock are 700' x 88' x 30' 6" over sill, H.W.O.S.T. Salvage Tug "Henry Keswick" 2,000 L.P.H. Wireless Call Signal: V.P.B.T. and Flag Call Signal: T.H.Q.B. Shearlegs capable of lifting 80 tons. Codes Used—A.I., A.B.C. Fifth Edition. Engineering—First and Second Editions. Western Union, Bentley's and Watkins. Kindly send enquiries to the Chief Manager: R. H. DYER, B.Sc., M.I.E.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG" "CHAKSANG" "DAVIEN" "KWAISANG"	Thurs. 24th Sept. at Noon Sun. 27th Sept. at 10 a.m. Wed. 30th Sept. at 10 a.m. Sun. 4th Oct. at 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"KITSANG" "HOSANG" "YUENSANG"	Thurs. 30th Sept. at 3 p.m. Fri. 1st Oct. at 3 p.m. Wed. 28th Oct. at 3 p.m.
OSAKA via AMOI & KOBE	"HOSANG" "YUENSANG" "KUMSANG"	Satur. 30th Sept. at 7 a.m. Wed. 7th Oct. at 7 a.m. Sun. 18th Oct. at 7 a.m.
SANDAKAN	"HINSANG" "YUSANG"	Thurs. 24th Sept. at Noon Sun. 4th Oct. at Noon
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"CHIPSHING" "CHONGSHING"	Thurs. 1st Oct. at 7 a.m. Sun. 11th Oct. at 7 a.m.

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GLEN LINE.

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1st JUNE/30th NOVEMBER ... £25.12.0.
1st DECEMBER/31st MAY ... £28.0.0.

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To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFFER"	9th October
Motor Vessel "GLENOGLE"	23rd October
Motor Vessel "GLENBEG"	6th November

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THROUGH BOOKINGS TO LONDON. Cabin class only.
THROUGH BOOKINGS TO AMERICA VIA EUROPE.
AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Freight M.S. "Tribe"	departure 24th Oct.
Pass. S.S. "Tribe"	departure 17th Oct.
Freight M.S. "Havel"	departure 4th Nov.
Pass. S.S. "DEFFLINGER"	departure 14th Nov.
Freight S.S. "Mala"	departure 1st Dec.

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Passenger steamers sailing via Manila and Ports to Genoa, Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers)

Pass. S.S. "Tribe" ... due here 24th Sept. (Sailing 25th Sept.)

Freight M.S. "Havel" ... due here 2nd Oct.

Pass. S.S. "DEFFLINGER" ... due here 14th Oct.

Freight S.S. "Mala" ... due here 31st Oct.

Pass. S.S. "SAARBRUECKEN" ... due here 17th Nov.

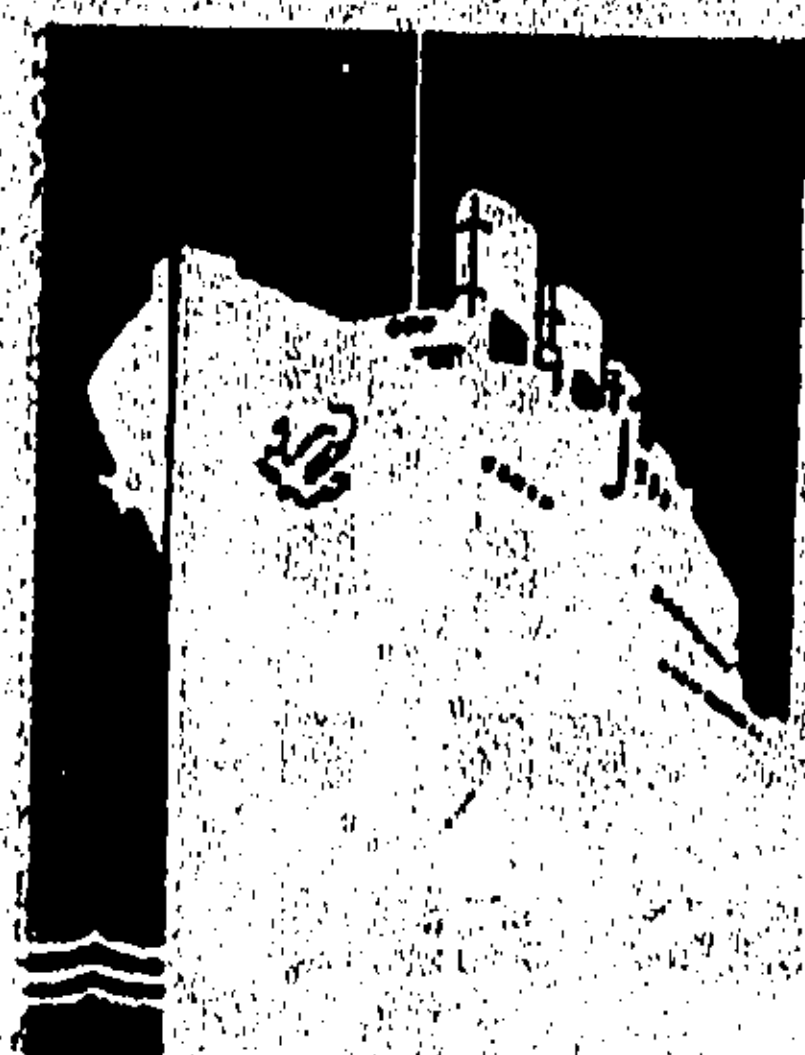
HONG KONG—NEW GUINEA

Next sailing to RABAU and Ports,

S.S. "BREMERHAVEN" on about 10th OCT., 1931.

MELCHERS & CO.,

AGENTS HONG KONG. Queen's Building.



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Sails
FRIDAY,
SEPTEMBER 25

for
Victoria and Vancouver

Shanghai—Nagasaki—Kobe
and Yokohama.

The Giant White Empresses are the fastest liners
on the Pacific

12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN
TO CANADA AND U.S.A.

Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 23
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 13	Dec. 20
Empress of Russia	Dec. 18	Dec. 21	Dec. 23	Dec. 26	Jan. 4

Special Through Fares To Europe
£120-£112-£83-£79

HONG KONG—MANILA

Leave Hong Kong	Arrive Manila
EMPRESS OF CANADA ... Oct. 2	Oct. 4
EMPRESS OF RUSSIA ... Oct. 15	Oct. 17

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VARYING FROM £79 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.			
ASAMA MARU	...	Wednesday,	30th Sept.
SHINYO MARU	...	Tuesday,	13th Oct.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.			
HIKAWA MARU	...	Tuesday,	6th Oct.
HIYE MARU	...	Tuesday,	3rd Nov.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.			
HAKUSAN MARU	...	Saturday,	3rd Oct.
BARUNA MARU	...	Saturday,	17th Oct.
SYDNEY & MELBOURNE via Manila & Ports			
ATSUTA MARU	...	Saturday,	26th Sept.
KAMO MARU	...	Saturday,	24th Oct.
BOMBAY via Singapore, Penang & Colombo.			
* TOKIWA MARU	...	Sunday,	27th Sept.
TANGO MARU	...	Tuesday,	13th Oct.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.			
RAKUYO MARU	...	Thursday,	15th Oct.
NEW YORK, BOSTON via PANAMA.			
TOBA MARU	...	Tuesday,	29th Sept.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.			
↑ LIMA MARU	...	Sunday,	11th Oct.
CALCUTTA via Singapore, Penang & Rangoon.			
↑ PENANG MARU	...	Tuesday,	29th Sept.
↑ HAKODATE MARU	...	Thursday,	8th Oct.
SEANGHAI, KOBE & YOKOHAMA.			
IYO MARU	...	Tuesday,	29th Sept.
↑ MITO MARU	...	Tuesday,	29th Sept.
KASHIMA MARU	...	Saturday,	3rd Oct.

For further information, apply to
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Telephone 30201. (Private exchanges to all Dept.)



FRANCH MAIL STEAMERS

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To YOKOHAMA via Shanghai and Kobe
PORTHOS ... 29th Sept.	ATHOS II ... 29th Sept.
CHENONORAU ... 13th Oct.	DAUBAGNAN ... 13th Oct.
ATHOS II ... 27th Oct.	ANDRE JERON ... 27th Oct.
DAUBAGNAN ... 10th Nov.	FELIX ROUSSEL ... 10th Nov.
ANDRE JERON ... 24th Nov.	G. METZINGER ... 24th Nov.
FELIX ROUSSEL ... 8th Dec.	SPHINX ... 8th Dec.
G. METZINGER ... 23rd Dec.	PORTHOS ... 23rd Dec.
SPHINX ... 6th Jan.	CHENONORAU ... 6th Jan.

We can issue Through Tickets to Koyu, Strait Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Dioube.

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Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS—20,573 TONS;
THROUGH CARGO
33,381 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:

British	Cargo for	Through
Siamese Prince, New York	1,900	600
Anhui, Singapore	400	60
Taiyuan, Shanghai	200	240
Kiungchow, Haiphong	380	680
Hangsang, Taiching	306	1,548
Kwangtung, Canton	270	300
Helikon, Saigon	2,600	—
American	—	5,316
Pres. Hoover, New York	1,741	2,359
Melville Dollar, Seattle	800	1,115
Dutch	—	2,541
Sipora, Samarinda	1,998	—
Italian	—	1,888
Moncalieri, Trieste	354	9,306
Norwegian	—	354
Antina, San Pedro	311	2,300
South Africa, San Pedro	4,432	3,500
Danish	—	4,764
Clara Jensen, Saigon	1,400	12,000
Japanese	—	1,400
Tokushima Maru, Bombay	143	1,787
Tayooka Maru, Liverpool	570	4,271
Ryusho Maru, Wakamatsu	3,760	—
Sonsan Maru, Newchwang	1,720	1,900
Heimei Maru, Wakamatsu	3,324	100
Sanyon Maru, Batavia	424	2,905
Chinese	—	9,650
Dorry, Hoibow	201	1,000
Stanley, Swabue	150	—
Total	36,573	33,381

ASIATIC DECK PASSENGERS.

The following vessels, brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:

Anhui (Br.) Singapore	1,540
Taiyuan (Br.) Shanghai	210
Kiungchow (Br.) Haiphong	370
Hangsang (Br.) Taiching	12
Kwangtung (Br.) Canton	15
Helikon (Br.) Saigon	676
Pres. Hoover (Am.) New York	525
Moncalieri (Italian) Trieste	6
Clara Jensen (Dan.) Saigon	652
Dorry (Chi.) Hoibow	7
Stanley (Chi.) Swabue	58
Total	3,980

SHIPS IN HARBOUR.

The following merchant vessels were in harbour yesterday:

Wharves:—Kowloon: Toyooka Maru, Cracovia, Pres. Hoover, China Merchants, Tohokan, Tai Poo, Soki, Jardine Matheson's, Haagsang, Douglas LaPraik, Haiching.

Docks:—Kowloon: Linchow, Hin sang, Fooshing, Yei Maru, Chil lagoo, Taikoo, Hong, Khong, Tai Poo, Soki, Changchow, Yingchow. Buoy:—At Tokushima Maru, A5 Granville, A8 Siamese Prince, A10 Kiungchow, A11 Melville Dollar, A12 Ho Thong, B3 Kweiyang, B6 Luchow, B10 Selandia, B11 Heli kon, B12 Clara Jensen, B14 King yuan, B15 Kwangchow, B17 Hal vard, B20 Suiyang, B23 Ryokai Maru, B24 Samsel Maru, B25 Suzungo, B26 Ryusho Maru, B28 Helmi Maru, C1 Halls, C4 Dorry, C7 Kuchiru Maru.

WARSHIPS IN PORT.

The following warships were in port yesterday:

Huain—Tamar. North Wall—Seraph, Magnolia. East Wall—Phoenix, Seawar. North Arm—Sterling, Sepoy. West Wall (Dock)—Cornflower. In Dock—Moth. No. 3 Buoy—Serapis. No. 2 Buoy—Medway and Sub-marines. Foreign Men of War—U.S.S. Pigeon and S.M.'s S37 and S41. French Algol.

INJURED SEAMAN LANDED IN GALE.

SMALL BOAT'S STRUGGLE WITH HEAVY SEAS.

London, September 2.—A Belgian seaman named Hendrick, of the steamer Leodium, who was severely injured by a bucket falling on him in the stokehold, was landed at Folkestone early yesterday morning for immediate medical treatment.

A gale was blowing, and it was only with the greatest difficulty that Hendrick was conveyed from the steamer to the harbour in one of the Leodium's boats by a crew of six.

The boat took over an hour and a half to reach the harbour, and was often in danger of being swamped and overturned by the heavy seas. Two of the crew were bailing all the time and all were suffering from exhaustion and exposure when they reached the harbour.

A doctor and an ambulance were summoned by wireless. The condition of Hendrick was reported to be very critical.

JENNY THE STOWAWAY.

MONKEY'S ESCAPADES IN AN ATLANTIC LINER.

A little old monkey, christened Jenny, with almost every crime but murder laid to her charge, for ten days successfully evaded capture on board the White Star liner Majestic, which arrived at Southampton recently from New York.

Her crimes include stowing away, theft, and "murderous attack." Where Jenny came from is a mystery, but it is assumed that she boarded the Majestic from an oil vessel when the liner was being fuelled at New York.

She climbed to the highest point she could reach, which was the bridge, and made her way into the ventilating system of the officers' quarters. There she was happy. She had access to all the officers' cabins, and not even the captain's quarters were safe from her raids. Every effort was made to capture her, but she avoided each trap until last Saturday morning she was caught in the act of stealing grapes from the captain's cabin.

An officer, protected by a fencing mask and gauntlets, entered the cabin and pinioned her after a struggle in the course of which Jenny, forgetting that she was a lady, bit through the gauntlet and the officer's finger. Now, with undaunted spirit, Jenny sits in a cage, snarling at passers-by, while her fate is being decided. She will probably be handed over to the Southampton Zoo.

CLEARANCES.

September 22.

Chinhua, for Amoy.
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Granville, for Los Angeles.
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"KASHMIR"	9,000	18th Oct.	Manila, Lodon, Rdm. A'werp & Hull
"BURDWAN"	8,500	31st Oct.	Manila, Lodon, Rdm. A'werp & Hull
"VALDEIRA"	16,000	7th Nov.	Manila, Lodon, Rdm. A'werp & Hull
"KASHGAR"	9,000	21st Nov.	Manila, Lodon, Rdm. A'werp & Hull
"RAJPUTANA"	12,000	12th Dec.	Manila, Lodon, Rdm. A'werp & Hull
"CORFU"	16,000	19th Dec.	Manila, Lodon, Rdm. A'werp & Hull
"SOMALI"	9,000	26th Dec.	Manila, Lodon, Rdm. A'werp & Hull
"RAWALPINDI"	17,000	2nd Jan.	Manila, Lodon, Rdm. A'werp & Hull
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"KIDDERPORE"	8,500	15th Oct.	Manila, Batavia, Osaka & Kobe
"SANTALA"	8,500	22nd Oct.	Manila, Batavia, Osaka & Kobe
"MALDIWA"	10,000	29th Oct.	Manila, Batavia, Osaka & Kobe
"KASHMIR"	9,000	5th Nov.	Manila, Batavia, Osaka & Kobe
"TALMA"	10,000	12th Nov.	Manila, Batavia, Osaka & Kobe
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"TAKADA"	7,000	3rd Dec.	Manila, Batavia, Osaka & Kobe
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"SIRDHANA"	8,000	17th Dec.	Manila, Batavia, Osaka & Kobe
"CORFU"	16,000	24th Dec.	Manila, Batavia, Osaka & Kobe
"TILAWA"	10,000	31st Dec.	Manila, Batavia, Osaka & Kobe
"KASHMIR"	9,000	7th Jan.	Manila, Batavia, Osaka & Kobe
"NANKIN"	7,000	14th Jan.	Manila, Batavia, Osaka & Kobe
"KASHMIR"	9,000	21st Jan.	Manila, Batavia, Osaka & Kobe

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